FISH & WILDLIFE SERVICE
PACIFIC OCEANIC FISHERY
INVESTIGATIONS

MAY, 1952

PACIFIC FISHERMAN

JUN 5 - 1952

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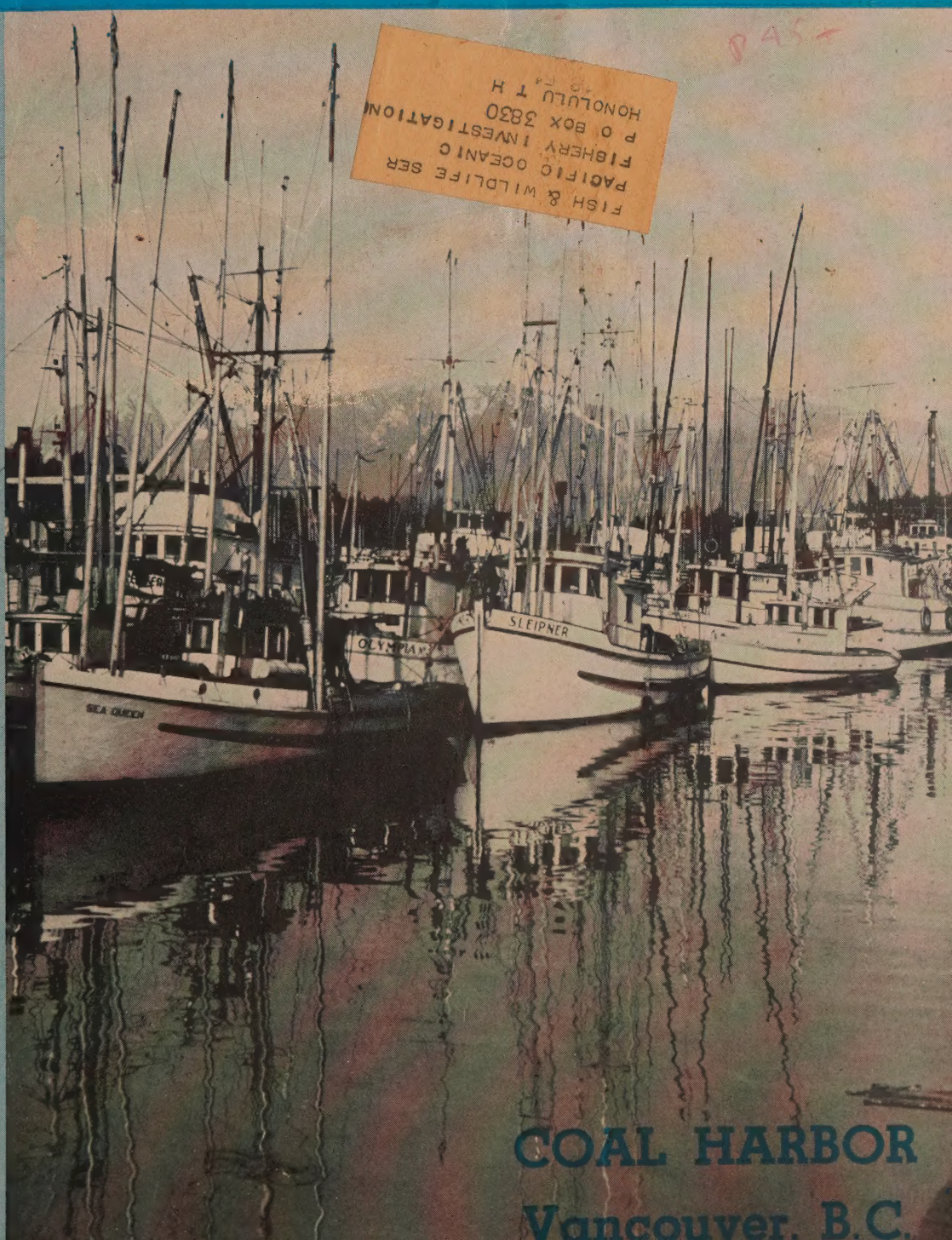

FISH & WILDLIFE SER
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FISHERY INVESTIGATION
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COAL HARBOR
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WITH

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YOU seal the "fresh today" look right into your package when you treat frozen fish with Pfizer Ascorbic and Citric Acids.

Ascorbic used alone or in combination with Citric Acid makes sales climb because its benefits to frozen fish are two-fold:

- It prevents "rusting" of the fatty portion... preserves the bright, natural colors of the fish.
- It combats rancidity and the strong, unpleasant flavors which result from atmospheric oxidation.

Pfizer Research has a store of valuable information on using Ascorbic and Citric Acid in frozen foods. Let us help you put eye-appeal and taste-appeal into your frozen fish products. Write for Technical Bulletin No. 28.

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PACIFIC FISHERMAN

A Miller Freeman Publication

l. 50 No. 6

MAY. 1952

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ident ..... Miller Freeman

ager ..... Lawrence K. Smith

or ..... DeWitt Gilbert

ertising Manager ..... C. L. Hillyard

ulation Manager ..... Miller Freeman, Jr.

Publication Office

Witmer St. Los Angeles 7 DUnkirk 9-1112

Editorial, Advertising and Executive Offices

Columbia St. Seattle 4 MAin 1626

Branch Offices

Angeles 17, 815 Witmer St. ..... DU. 9-1112
J. Ponsford, Associate Editor

Francisco 5, 121 Second St. ..... GA. 1-5887
rt F. Leete, Associate Editor

couver 2, B. C., Royal Bank Bldg. ..... MA. 1520
les L. Shaw, Associate Editor

and 4, 534 S. W. 3rd Ave. ..... BE. 6348

ington, 315 N. Avalon Blvd. ..... TE. 4-4538

York 17, 370 Lexington Ave. ..... Murray-Hill 3-9294

Orleans 18, 3518 Dante St. ..... AM. 2762

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N.F.I. HONORS C. D. ALHADEFF

The National Fisheries Institute turned to the Pacific Coast for leadership in 1952, and at its Los Angeles convention April 21-23 elected Charles D. Alhadeff of Seattle president. Mr. Alhadeff is president of the Whiz Fish Products Co., was one of the charter members of N.F.I., and had played an earnest, active part in its affairs throughout its entire existence.

Mr. Alhadeff is widely recognized as a leading force in the N.F.I., and his election was received with genuine enthusiam. He succeeds Lester Toner of New York, who becomes chairman of the board of directors.

Aldo Casaretto of Koulouris & Casaretto, Los Angeles, was elected vice president of the National Fisheries Institute for Region 4, the Pacific Southwest. Executive committeemen and directors for this region are: Albert D. Levy, Washington Fish & Oyster Co., San Francisco; and Arthur Freeman, Freeman's Certi-Fresh Foods, Los Angeles.

Region 5 directors include: Sam Cattalica, American Best Fish Co., Oakland; T. Neil Taylor, Norfish Sales Co., Oakland; Lawrence Oliver, American Processing Co., San Diego; Sam DeLucca, State Fish Co., San Pedro; Lloyd Turnacliff, Meredith Fish Co., Sacramento; Miles Reinke, Reinke & Amende, Los Angeles.

From the Pacific Northwest Region 5, Maurice Rattray, president of Anderson & Miskin, Ltd., Seattle, was chosen vice president of N.F.I.; while R. B. Hall of Booth Fisheries Corporation, Seattle, and Jack Alhadeff of Whiz Fish Products Co., Seattle, were elected executive committeemen. Region 5 directors are: Charles Byers, Portland; Ivar Wendt, Seattle; Douglas Hager, New England Fish Co., Astoria; J. W. Mendenhall, Ketchikan Cold Storage, Ketchikan, Alaska; Norman Weitkamp, Washington Fish & Oyster Co., Seattle; and Myers Bornstein, Bornstein Sea Foods, Inc., Bellingham.

The seventh convention of the National Fisheries Institute was featured by the interest shown in the quality of products produced and its control and maintenance on a high level, so that fish might ever be in the top ranks of American foods from the standpoint of nourishment, variety, zest and health.

A "cutting" of canned and frozen products purchased in consumer markets throughout the country, and critically examined by competent judges, was one of the features of the convention; and was followed by a report and quality control discussion which had its "soul-searching" aspects.

The Shrimp Association of the Americas, composed of many of the leading shrimp producers in Mexico and the United States, met in connection with the N.F.I. convention, and likewise devoted its attention largely to considerations of quality maintenance and control.

Attendance at the convention was exceptionally good, in view of the long distance many of the members were obliged to travel, and exceeded all advance estimates and expectations of the committee on arrangements.

The 1953 convention of the N.F.I. will be held in Washington, D.C., probably in the second week following Easter—as is traditional with the Institute.

"We couldn't ask f
a Better Engine..

Wally Sulik with his DEPENDable 10 hp Johnson Sea-Horse. Sulik's Dixie Fisheries operate a fleet of 25 skiffs in Virginia waters. Read what he says about Johnson:

"We use Johnson motors exclusively in our operations because they are dependable engines packed with stamina, and low in operating and maintenence costs. They have reduced our overhead in labor . . . We couldn't ask for a better engine for this type of operation."

With Johnson outboard motors you can convert your work boats into DEPENDable power craft—at a fraction of the cost of inboard installations; operation, too, is far more economical. You can transfer your power from boat to boat—it's portable! And you can maneuver in close quarters and shallow waters with ease.

See your Johnson dealer. Ask about great Johnson features such as Gear Shift (Neutral-Forward-Reverse), Mile-Master Fuel Tank, Synchro Twist-Grip Speed Control, and Angle-matic Drive. Look for his name under "Outboard Motors" in your classified phone book.

Fisherman Walt Kary layi net for salmon in the N River, Washington. Motor i PENDable Johnson Sea-H

The Johnson Sea-Horse 5 America's Largest Selling Outboard Motor

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Write for fully illustrated literat the 4 versatile Johnsons for 1952- ing from 3 hp to 25 hp. A size fo outboard need!

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6700 Pershing Road, Waukegan,
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All hp is OBC Certified brake hp at 4000 rpm.

Johnson
SEA-HORSES
FOR DEPENDABILITY

hether you pack in lifornia, Oregon or Washington

NTINENTAL CAN GIVE YOU ON-TIME DELIVERY

No matter where you operate, up and down the Coast, there's a Continental can plant handy to you. That means on-time delivery of the containers you need, when you need them—and quick availability of skilled technical service in any season.

Continental has been making cans in the West since 1927 and knows Western canning problems backward and forward. You'll find our cans are just right for your operations. They come in every size and shape—semi-formed or ready-formed—and are always bright, tight and clean.

So why not give us a call the next time you're thinking about containers. We have the equipment, the experience and the willingness to do a good job for you. You can count on Continental!

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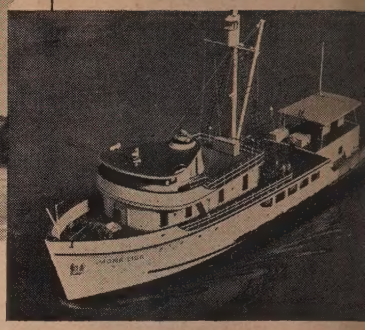
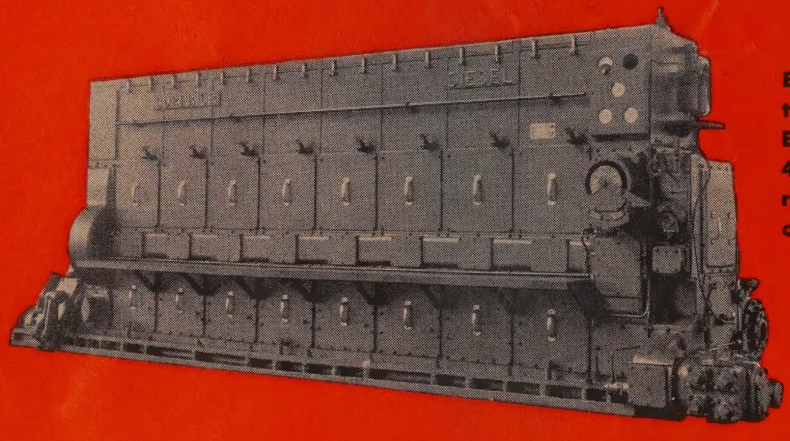
New Sister Ships of the TUNA FLEET powered by SUPERIOR DIESELS





Each boat is powered by one of these Superior Model 60 Diesel Engines. Developing 615 h.p. at 450 r.p.m., the engines are direct reversible 8 cylinder units of the air reversing marine type

These two clippers, now fishing with the West Coast tuna fleet, were built by the J. M. Martinac Shipbuilding Corporation at Tacoma, Wash.

They were designed by J. M. Martinac, Sr., and constructed under the direction of J. M. Martinac, Jr. Each boat is 118′ x 26′ x 13′6″ with cargo space for approximately 240 tons of frozen tuna.

Both the "Royal Pacific" and the "Mona Lisa" are powered by Superior Diesels, long established among tuna boat owners and Masters as dependable engines, economical to operate and maintain.

The addition of these two new clippers brings the total of Superior and Atlas Diesel horsepower in the Pacific tuna fleets to a more dominant position in the field where they've been leaders for so long.

It's easy to check up on the performance of Atlas and Superior Diesels in fishing boat service because there are so many of them in operation. Ask any Master or write for a list of users—we'll send you new marine engine bulletins at the same time.

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ATLAS Imperial DIESEL ENGINES
DIESEL • DUAL FUEL • GAS

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THE **NATIONAL SUPPLY** COMPANY
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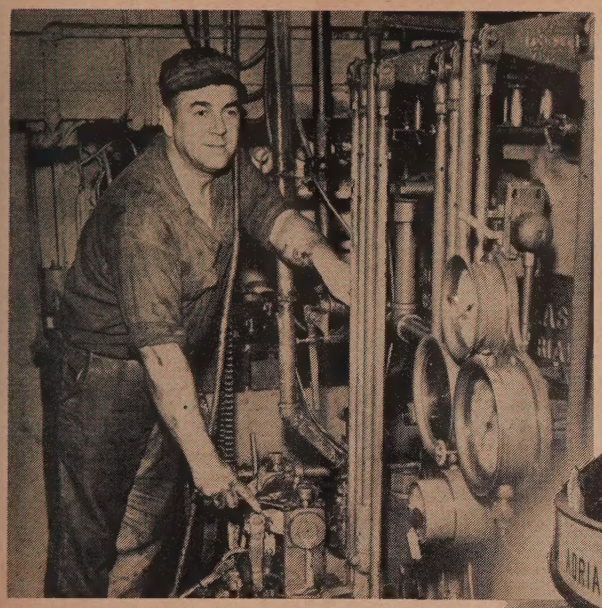
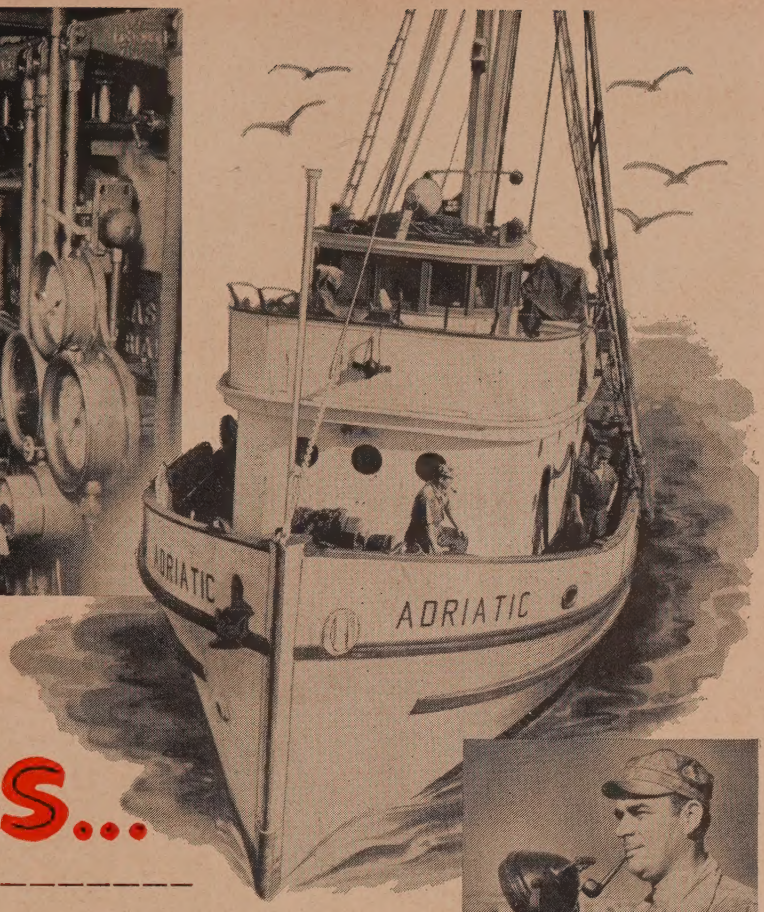


Chief Engineer John Carr keeps things humming in the engine room.



6 YEARS...

nd Still Going Strong

Protected by Gargoyle marine lubricants since its maiden voyage 16 years ago, the purse seiner Adriatic has given partners Slavko Ivancic, Orfeo Kostrencich and John Carr of Terminal Island, Calif., "more than we could ask for" in day-in, day-out service.

Averaging more than four years between overhauls, the Adriatic's 240 H.P. engine showed all rings free of sludge and gums during a recent parts shakedown... and the three partners attribute much of this maintenance success to the lubricants which have helped keep their boat on the job.

All over the Pacific Coast, boat operators are finding that it's good business to deal with the friendly General Petroleum marine distributors displaying the Flying Red Horse shield. Their thorough service and highest quality G.P. products add up to smoother performance and longer life for your boat's engine.

Skipper Orfeo Kostrencich handles the wheel of purse seiner Adriatic.

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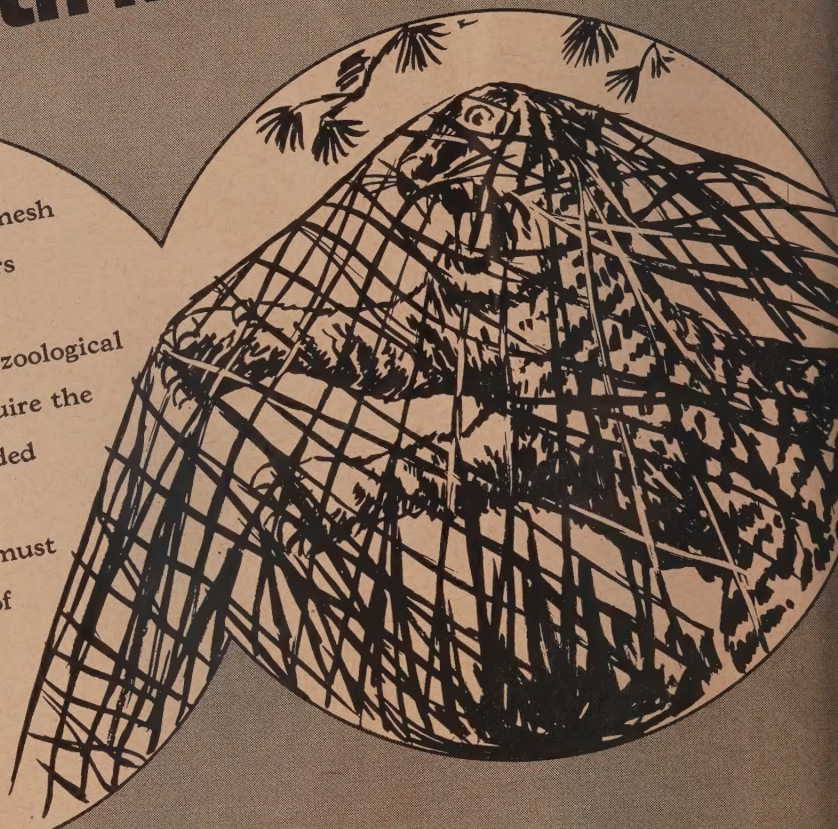
GENERAL PETROLEUM CORPORATION

—Converting nature's gift to better living

Prove it for yourself... Visit your nearest G. P. marine distributor today!

Strength meets Strength

Strong nets, of large mesh are used in capturing tigers and other jungle animals caught for the various zoological gardens. These nets require the same perfection demanded by you commercial fishermen. They, too, must withstand the strain of peak loads and carry its prize load safely aboard.



For 70 years Ederer Royal Chinook Netting has been acclaimed by salmon fishermen as the most accurate and dependable netting on the American Market.

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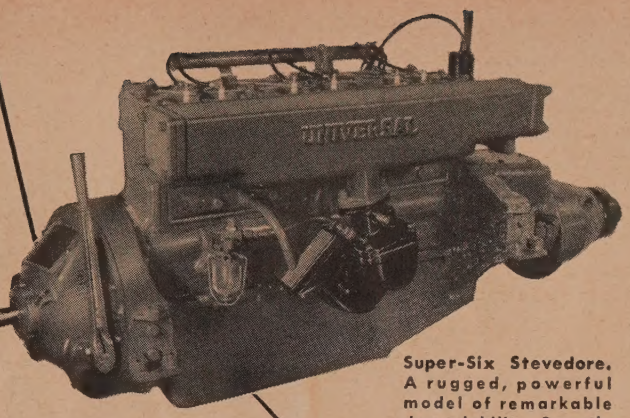
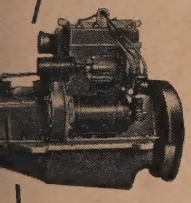
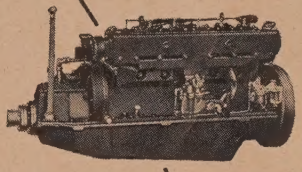


Super-Six Stevedore. A rugged, powerful model of remarkable dependability. Smooth, will idle all day at 400 r.p.m., 130 h.p.

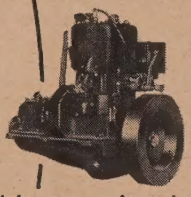
Profit by the famous Dependability of a UNIVERSAL 100% MARINE MOTOR



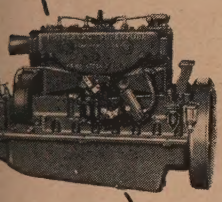
Jacket Twin. Al- s a favorite for boats because of l economy and last- erformance. 12 h.p.



Cruiser Six. For real economy and more years of hard work, this is the model for you. 90 honest h.p.

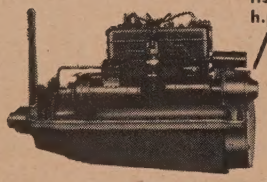


Fisherman. Amazing economy (2 quarts gas an hour) plus unbelievably long life, are the reasons fishermen prefer this 8 h.p. Universal.



Super-Four. This husky four of big power is tops in its class. You'll spend less to operate and maintain this 50 h.p. 100% marine motor.

Universal
100% MARINE MOTORS
Above All—*Dependable*



Utility Four. World's most famous, fastest selling 4-cylinder 100% marine motor. Unmatched for dependability. 25 h.p.

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You get better idling in a Universal, smoother power over the ire range. There's greater operating economy; less maintenance required. And there is Universal's exclusive 21-year parts service keep your motor always performing at peak efficiency.

Yes, you do get far more value when you buy a Universal—cause these are genuine marine motors—*built for fishing service.*

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for the new big Universal 1951 Edition Handbook. It has 40 pages of information and pictures on all Universal models.

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Gentlemen:

I would like my free copy of your new Handbook and Price List.

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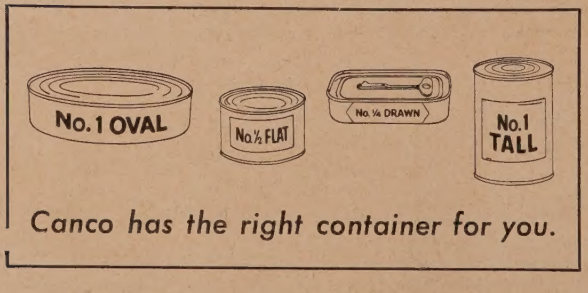
ttle—Pacific Marine Supply Co. • San Francisco—Thomas A. Short Co. s Angeles, San Diego—Shepherd Marine • Honolulu—McWayne Ma- e Supply Co. • Prince Rupert, Vancouver, Victoria—Edward Lipsett, Ltd.

Taste-testing is part of their job!

This photograph was taken in Canco's Test Kitchen. Here, specially-trained Canco Home Economists make many tests on fish products.

Taste-testing by these qualified experts is an excellent way of finding out whether a product has *real* appeal. Sometimes, as a result of such tests, Canco Home Economists can suggest ways to make products *better*.

The Canco Test Kitchen and the skillful technicians who work there are part of Canco's service plan for customers. But even more important than service is the fact that, *whatever* your container needs, Canco has the *right* container for you.



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NEW YORK
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Good catches depend on good engines

don't catch many fish while you're tinkering
a balky engine. It takes dependable power to
boat where the fish are and bring her back with
hold.

har Olson, captain and owner of the *Agnes-O*,
out of Seattle, says: "Because of the dependa-
power and speed of other 'Cat' Marine Engines,
ught our 'Caterpillar' Diesel."

is new 55-foot boat brings in an average catch
000 to 40,000 halibut, tuna or black cod. Her
weight is 42 tons, and a "Cat" D13000 Marine
e swings her 44″ x 30″ wheel, pushing her along
nots.

ilt as they are to deliver long, trouble-free work
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proper maintenance. A few minutes of care a
ill add many extra hours of steady, profitable
performance. There's a "Caterpillar" Dealer ready to serve you at any port. Take full advantage of his experience, equipment and sound advice.

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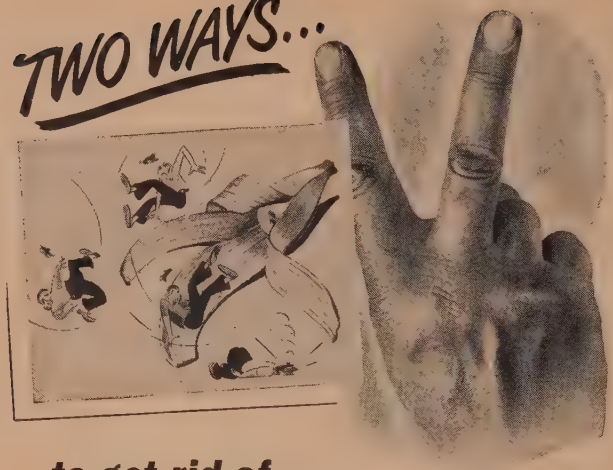
CATERPILLAR

REG. U. S. PAT. OFF.

Diesel Marine Engines

TWO WAYS...



to get rid of

BANANA PEEL DECKS

With either of these 'NOSKID' Products you can impart SAFETY to your decks with a paint brush . . . a firm footing on wet or dry decks for rubber boots, leather shoes, sneakers and bare feet.

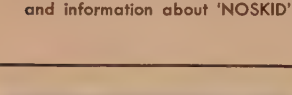
'NOSKID' DECK PAINT

ALL INTERNATIONAL Deck Paints are of the highest quality. INTER-LUX 'NOSKID' Deck Paint is made of the same fine ingredients, but with the 'NOSKID' pigment already in it. Just stir and it's ready to use. Wide range of colors.

'NOSKID' COMPOUND

This is the concentrated 'NOSKID' element that may be added to any deck paint to give it a surface that is safe to walk on under all conditions. Simply add it to any deck paint in quantities as directed, stir and apply.

The surface of a 'NOSKID' painted deck is in no way abrasive. It will not cause undue wear of foot gear, and you can lounge on it in bathing trunks in comfort. The rubber-like pigment will not pull out nor does it in any way impair the protective and waterproof qualities of the paint. Send for color card for 'NOSKID' Deck Paint and information about 'NOSKID' Compound.



Photograph of a 'NOSKID' surface (unretouched). Note granular surface that will even grip a wet sneaker.

In contrast, note the smooth surface of conventional deck paint. It is bound to be slippery when wet.

'NOSKID'

DECK PAINT AND COMPOUND

International MARINE PAINTS

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WORLD'S LARGEST MARINE PAINT MAKERS

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

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Model B, 60 h.p.

Model K, 95 h.p.

Model KL, 105 h.p.

Model KBL, 131 h

Model M, 130 h.p.

Model ML, 145 h.p

Model MBL, 158 h.p.

Model W, 160 h.p

RUGGED Chris-Craft Marine Engines are specially b for marine use. Year after year, they provide supe performance, are economical, dependable, trouble-fr Chris-Craft Marine Engines are available in 60, 95, 10 130, 131, 145, 158 and 160 h.p. Reduction drives a opposite rotation available for most models. For a marine use, your best marine-engine buy is Chris-Cra

READ WHAT USERS SAY!

Capt. Brower

"Chris-Craft Marine Engines are tops!" writes L. W. Brower, charter fishing boat captain of Dania, Fla. "I cruised my old 31-footer, with a Chris-Craft engine, around the Great Lakes for years without any motor trouble. My present fishing boat, Push-Wave II, is also powered by a Chris-Craft Marine Engine. I used it in Detroit waters for 5 years and in salt water for over 1800 hours before even removing the head cleaning carbon and resetting valves. The engine performs like new! That' why I say they're tops!"

Fishermen! Chris-Craft Marine Engines can stan the gaff of tough, commercial operation and giv you economical, trouble-free service! Ask your marin dealer, boat yard or boat builder for data, or writ for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION
CHRIS-CRAFT CORPORATION, ALGONAC, MICH
WORLD'S LARGEST BUILDERS OF MARINE PRO

WIRE ROPE, too
the RIGHT KIND of muscle
makes the difference

Endowed with highly specialized leg muscles, the kangaroo is able to make tremendous flying leaps—even with Junior perched in the rumble seat.

In wire rope, too, specialized jobs call for specialized muscles. That's why in Wickwire Rope we make sure you always get the proper combination of physical properties to best resist the destructive forces found on your particular job—whether it be abrasion, load strain, shock stress or bending fatigue.

Wickwire Rope gives you the benefit of long experience and specialized know-how which assures you of exactly the right kind of rope your particular job demands.

For additional information write or phone our nearest sales office.

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LOOK FOR
THE YELLOW TRIANGLE
ON THE REEL

WICKWIRE ROPE

CF&I

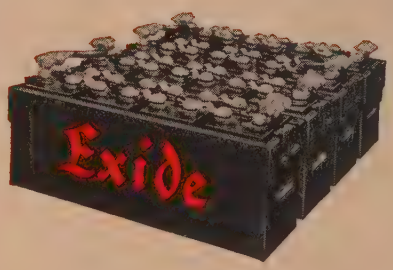
PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL & IRON CORPORATION

ANNOUNCING

THE IMPROVED

Exide-Ironclad

BATTERY



YEAR AFTER YEAR, one Exide-Ironclad improvement has followed another. It is a record of continuing progress . . . a steady flow of storage battery developments that have made Exide-Ironclad YOUR BEST POWER BUY AT ANY PRICE.

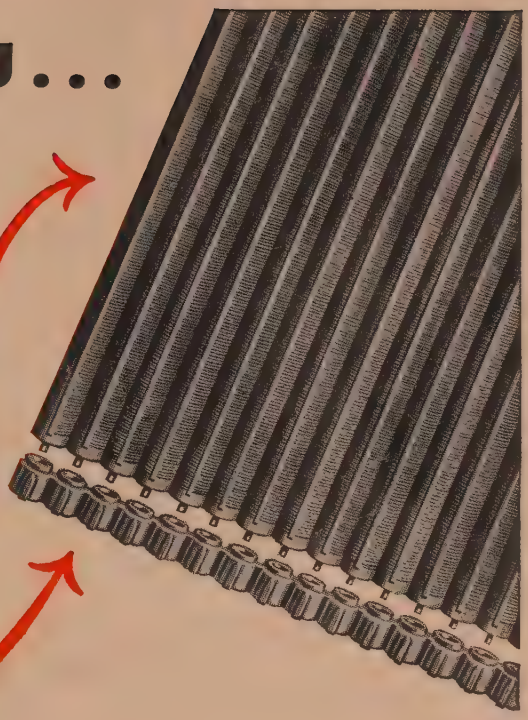
NOW COMES ANOTHER Exide-Ironclad advance . . . . . a polyethylene insulating tube sealer. This and other improvements combine to give you more dependable battery performance and longer-than-ever battery life.

Exide-Ironclad BATTERIES
YOUR BEST POWER BUY →
. . . AT ANY PRICE

UILT TO GIVE YOU...

UTMOST RELIABILITY and SAFETY... SUSTAINED POWER for normal and emergency needs... MAXIMUM CAPACITY with minimum size and space... LOW OPERATING COSTS... LOW MAINTENANCE COSTS... LOW DEPRECIATION COSTS

BECAUSE OF:



IMPROVED POSITIVE PLATE CONSTRUCTION
the long-life grids now contain SILVIUM —an alloy of silver, lead and other components—which make them highly corrosion resistant. Top conducting bar is heavier.

...with the New Polyethylene insulating tube sealer
An insulating sealer for the bottom of the tubes. Acid-proof, non-corroding plastic it fits snugly into slotted tubes of positive plate, and reduces loss of active material. Even the small sediment deposit of the past is reduced 50%. Thus, more active material remains available, and the high battery capacity is sustained for longer working life. (See chart at right.)

PERMANIZED NEGATIVE PLATES
Improved processing, a result of Exide Quality Control assures uniform plates with higher electrical efficiency. These negatives, teamed with the improved positive plates, give you a well-balanced combination for hard service and long life.

NEW SEALING COMPOUND
Through the cooperative efforts of Exide Laboratories and the Franklin Institute, a new homogeneous compound was developed. It makes a permanent seal between the jar and cover, resisting shock without cracking in high or low temperatures.

SEAMLESS SHOCK-PROOF JAR
Made of high quality rubber. A scientifically selected combination of tensile strength and elongation provides a sturdy jar built for long life and heavy-duty service.

NEW UNBREAKABLE PLASTIC VENT PLUGS
Made of unbreakable polyethylene. Can be quckly and easily removed to add water.

Types and sizes for storage battery applications for every heavy-duty service.

Write today for further information.

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia 2

LOS ANGELES, CAL. SEATTLE, WASH. SAN FRANCISCO, CAL.

Exide Batteries of Canada, Limited, Toronto

"EXIDE-IRONCLAD" and "PERMANIZED" *Reg. Trade-marks U.S. Pat. Off.* "SILVIUM" *T.M. Reg. applied for*

Through 55 years of fisheries developmen
PACIFIC MARINE *has kept pace..*

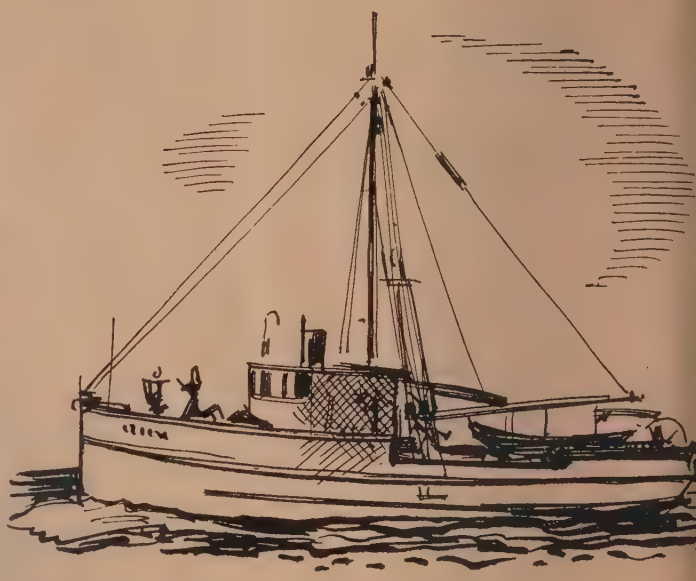
HALIBUT FISHING IN THE NINETIES . . .

"In 1895 there were 48 small boats sailing from Port Townsend, Seattle and other places on Puget Sound engaged in halibut fishing. These boats ranged in size from 5 to 10 tons, most of them were sloops, but a few were schooners. They carry a crew of three to seven men . . . and from one to three dories. This allows two men to a dory while the cook remains aboard to maneuver the vessel when necessary. . . . In the upper portion of S. E. Alaska a dory will have out from five to 7 skates. A skate comprises 7 lines . . . each of these lines will have about 25 hooks on side lines which are 6 feet apart. In addition to the small boats, there is a fleet of 10 larger ones ranging from 18 to 40 tons . . . most of these are schooner rigged and were built for the halibut fishery."

—Halibut Fisheries of the Northwest Coast in 1895 by A. B. Alexander.

"A fleet of Puget Sound power and sail vessels visits Southeast Alaska during the months from October thru March. . . . The fleet makes its headquarters mainly at Petersburg. . . . During 1907 the fleet comprised 15 power and 15 sail vessels with a net tonnage of 475 tons and a value of $58,200. This fleet was manned by 159 men and used 65 dories."

—The Fisheries of Alaska in 1907 by John N. Cobb.



TODAY'S HALIBUT FLEET . . .

Some 800 vessels, ranging from 35 to 75 feet and averagin approximately $55,000 in value make up today's Pacif halibut fleet. For the most part these vessels are designed a combination boats equipped to fish with trolls and trawl and nets as well as hook and line. Halibut are caught o long lines — those from a single boat aggregating as muc as 20 miles in length with a hook every 13 feet. Powe gurdies are universally used for hauling gear aboard th vessel — a far call from the slow, hazardous dory operatio of the early days.

The Pacific halibut fishery yields an annual catch of ap proximately 55,000,000 lbs. — the fishing extending fro Northern California to the Bering Sea.

KEEPING AHEAD of constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 55 years standing with

PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

1213-1223 WESTERN AVE., SEATTLE 1, WASH.

PACIFIC FISHERMAN MAY. 1952

LMON SITUATION IN SIX WORDS:

Cost Pressure Up; Price Pressure Down

America's wholesale food ndex at a 20-month low late in and all available salmon save elling below ceiling prices, the salmon industry at presstime as faced with labor demands would fantastically increase ver 1951.

nat time operators' offers for l of last year's contracts had ejected by the only unions nad replied to the communica-

ure and nationalization of the ndustry by executive fiat did m to provide the guide which f the unions undoubtedly ex- from the steel "settlement."

rmen Contract "Key"

r-industry discussions were d essentially on the contract e Alaska Fishermen's Union nen, which was expected to set ttern for the industry, inas- s this union is the first afloat season.

ion of some that tying the salmon price to cannery labor ts under the supervision of ge Stabilization Board might age settlement appeared un- The W.S.B. passes only upon ceptability of *already-negoti-* ntracts *when they provide for ease.*

true that in the steel case the made a recommendation and pated in negotiations — but in went outside its normal func- the specific request of the ent.

Talks Roll-Back lmon Ceilings

id-Lent, when the salmon can- ndustry was wrestling with egotiations which left no hope ape from increased costs, out shington came hints that the Office of Price Stabilization was giving serious consideration to roll-back of canned salmon ceilings along "realistic" lines.

Interpreted, this means that O.P.S. was considering reducing existing ceilings to present market levels — and perhaps then bringing other ceilings "into line" according to the historic spread pattern" between the staple salmon items.

Whence came this suggestion? No certainty, but impression is that the impetus came from the Seattle office of O.P.S., leap-frogged over the fish products section in Washington, and made an impact in the upper levels — where impact counts.

"Realistic" Pattern Sought For Salmon Pricing

As this was written, it was expected that O.P.S. would call a meeting shortly for Seattle, where perhaps three of its officials woud discuss the matter with the advisory committee representing the canned salmon industry.

Interesting — if it were not so serious — is the sophistry which calls a roll-back of ceilings to existing market prices "realistic," and then denies that the *truly realistic* approach to salmon marketing would be to allow supply and demand to determine the price for the product.

This is particularly true in such a commodity as canned salmon, packed in a short season in a remote region where operating costs are always high, and are subject to sweeping variation with the changing volume of abundance, which Man has not yet learned to forecast.

Delay's Pinch Felt

Delay of Alaska labor negotiations beyond presstime for this issue already has imposed serious operating handicaps on companies which had planned improvement and maintenance work in advance of the season, although it had not at that time resulted in any actual lost fishing time.

Copper River, opening May 1, provides the first salmon fishing in Alaska, and operations there are always the first to suffer when there is delay.

A number of outfits engaged in clam and crab canning in the Cordova and Kodiak districts got their crews away in April under special arrangements with the unions — arrangements which were tied to the salmon settlement, when-and-if made; and also provided for acceptance of a union shop arrangement.

Freezerships Discuss Canning In California

Possibility that Bristol Bay salmon may be canned in California this year is seen in reports that spokesmen for some vessels of the freezership fleet have been in San Francisco and the Los Angeles area, discussing with fish

canners there proposals for delivering their 1952 frozen salmon to California for canning.

It has been suggested that such a pack might be made in the "half tuna" size of can. Equally possible of course would be an arrangement by which the freezerships could be used for bringing tuna from the fishing grounds during the off-season for salmon.

Early S. E. Season's Abandonment Is Sought

Early fishing season for Reds and Chums in Southeast Alaska, eagerly sought last fall throughout the industry, and then urged generally by producers concerned, seemed something less than desirable as it approached, and at presstime its abandonment was being asked by the fishermen who had been its most earnest advocates.

Briefed, the facts are these:

Lateness of the season opening in recent years in Southeast Alaska has produced substantial build-up of the runs of Reds and early Chums. Fishermen and operators felt that these runs could be utilized to some extent, and asked the Fish and Wildlife Service to provide an early season. Regulations for 1952 called for a season opening June 23 and running through July 5.

Some persons were disappointed that the season did not run later, until about July 10, but felt it would do.

When they got to planning their operating program for 1952, and particularly when they remembere the halibut season this year d open until May 15, a good ma the Southeast Alaska fisherme their enthusiasm for the early s season. Even those who did no halibut fishing in mind began t der if it was going to pay to ge gear up for the early season, an have a month of idleness.

Moreover, the Southeast A early season might interfere boats working in other early dis

In short, what seemed high sirable last fall, turned to ashes month, as it were— and abando of the early season was sough number of Alaska fishery cen particularly Petersburg, where dent fishermen count heavily o but.

Frozen Tuna Import Volume Heavy During Mid-Spring

Southern California tuna canneries received a total of 9,631 tons during March, and processed 445,930 cases. The Los Angeles-Long Beach district received the larger share over San Diego: 7,511 tons and 359,732 cases against 2,120 tons and 86,198 cases.

Imports of raw fish loomed large in March, 1,142 tons, or 12 per cent of the total. For the three months Southern California packers had bought 2,100 tons of frozen Albacore, Yellowfin and Skipjack from foreign sources, mostly Japan and Peru.

According to reports, there was considerable tonnage of raw tuna in cold storage in Peru. Japan was said to have around 4,000 tons, mostly Albacore, available. With the Japanese government announcing a quota of 12,000 tons frozen and 1,000,000 cases canned for 12 months, effective May 1, implications were that considerable quantities of Albacore would be imported late in April.

By the end of March Southern California had received 18,852 tons and packed 855,870 cases. Against this: For three months in 1951, 36,184 tons received; 1,466,231 cases packed.

Reports from returning tuna clipper skippers was that fishing continued to be poor all along the southern banks. Purse seiners were doing fairly well. Of the latter, there were 42 out on March 1, most of them operating in Mexican offshore waters. During March the netters accounted for 2,565 tons.

Conditions favorable for netting were found in the Gulf of California and in early April Los Angeles and Long Beach packers received the benefit. Within a week over 1,000 tons came north.

Van Camp Sea Food Company had good news for the netters also. The company announced on Apri would pay an increase of $15 p on bonito and yellowtail, the f rising to $175, the latter to $165. naturally would apply to live ba sels also. The concern said its r for the increase was to enco fishermen on mixed cargoes.

The Albacore fleet, from San to Alaska, patiently awaiting s the Longfin run, could take e agement from an announcemen a Los Angeles fish broker he pay a starting price of $400 pe

Japanese Quota Tuna Exports To Counter Tariff Pressures

The Japanese government announced, effective May 1, a quota system for tuna exports for 12 months under which Japan would export 12,000 tons of raw fish and 1,000,000 cases of the canned product. It was not clear to U.S. importers, however, whether the government was referring to the 12 calendar months of 1952, or to the 12 months following the effective date. It would mean a considerable difference.

It was also stated the Japanese Ministry of International Trade and Industry planned to ask the U.S. Congress not to vote import duties on tuna, in view of this limitation; and, it began to look as if Congress might follow that suggestion.

More than two months after the tuna hearings in Washington before the Senate Finance Committee and the Tariff Commission, nothing had materialized at presstime to give the West Coast industry definite ho relief from either raw or cann ports. Harold Cary, general ma American Tunaboat Associa went back to the capital in April.

On the Camp Bill, H.R. 56 ports from Washington were th Senate committee was being sured to hold the bill in com until too late for action this Chairman George denied this Senator Millikin declared he investigate the possibility, and demand action on the bill.

On the canned tuna tariff situ it was reported early in Apri an interdepartment group conc with trade agreements met an sidered—with no announced de —the status of in-brine tuna, on the present tariff of 12½ per c set in the Iceland Trade agree while standard pack tuna is du at 45 per cent.

nson Replaces Nielsen ead of Cal-Tuna

M. Nielsen resigned as presi- California Tuna Canning Com- San Diego, in March. He was ded temporarily by William L. son, who had been vice presi- Mr. Nielsen stated he would long vacation; then devote lf to interests in Central ca.

rement of Earl Nielsen from a, which he founded in Octo- 50, removes from activity one Pacific Coast's pioneer fish s, whose career as a canner ack to 1922 when, with Knut n, he established the Nielsen- n Fish Company on Point

r, having purchased Mr. Hov- share, Mr. Nielsen renamed the Fishermen's Tuna Packing any. This later was acquired rench Sardine Company and High Seas Tuna Packing Com- with Mr. Nielsen as general ger until August 1, 1950. With up of stockholders he formed na and took over San Diego ng Company.

Nielsen enjoyed a national rep- n as a tuna canner. A close stu- of cannery procedures he was nsible for a number of innova- contributing to increased effi- in handling and processing of

French Sardine Company he ed to Central and South Amer- d across the Pacific. He repre- d the Rockefeller interests that ed in establishment of a tuna ry at Pago Pago, American a.

rge Dollar Surveys eries of Turkey

orge M. Dollar, well known erey cannery executive, and r manager of the Peninsula ng Co., left last month for Tur- where he will survey fishing in- y potentials.

Dollar's services have been re- d by the Industrial Development of Turkey, Istanbul. He will l about six weeks in that coun- making a survey to determine if mewhat primitive fishery there support a fish canning industry omestic consumption.

Dollar said that his preliminary mation indicated the Turks are ng a new source of food for their consumption.

Sardine "Bag Limit" Key Point In Legislative "Package Deal"

From landings of nearly a half-million tons annually in 1939, 1941, and 1944, the California sardine fishery shrank to a total catch of 126,541 tons for the 1951-52 season, the lowest annual total except for the 1947-48 season, when 121,330 tons were landed.

Last season's catch was made almost exclusively in southern California waters, and was composed principally of three-year-old fishes—"breeding stock" for future generations.

"The California sardine will 'come back' eventually," said Richard S. Croker, chief, Bureau of Marine Fisheries. "The ocean is too large to be fished out, and the sardines are too numerous to be wiped out as a species by any combination of factors.

"Intelligent management of the fishery based on continuing research, can help Nature bring the sardine back sooner" Mr. Croker added. "But, any come-back will have to be earned by full support for the management program which is now being mapped out."

The management program of the Fish & Game Commission has already been presented to various factors of the industry. It is a four point program that will be presented to the Legislature in 1953, and is a "package deal"—all four points of the program will be pressed.

The Fish & Game Commission's program is as follows:

1. Take yellow-tail, kelp bass, and sand bass off the commercial market altogether.

2. Prohibit the use of round-haul nets, including purse seines but excluding bait nets, south of Pt. Arguello between May 16 and Sept. 15.

3. Open all areas now closed to purse seining Sept. 16 to May 15.

4. A season catch limit of sardines and Pacific mackerel, to be set each year by the Fish and Game Commission.

This program, and the general ideas of the sardine and mackerel industry regarding conservation will be discussed at a meeting May 8 in the State Building, San Francisco, called by Seth Gordon, head of the Department of Fish and Game.

This meeting is an outgrowth of that called in Monterey Dec. 12, 1951, at which time Mr. Gordon told the sardine and mackerel industry to appoint representatives of each faction of the industry, and to have them meet with specific legislation recommendations for the management of the sardine and mackerel industry.

To represent the state senate and assembly will be: Senator Ed Johnson, Marysville, and Assemblyman Thos. Erwin, Puente; San Pedro boat owners, John Real, Fishermen's Cooperative Association; Monterey boat owners, Frank Cardinale, Monterey Purse Seine Association; ILWU Fishermen's Division, Anthony Sokolich; Southern California fish processors, Herb Davis, Terminal Island Sea Foods, Ltd.; Monterey area fish processors, Don T. Saxby, California Packing Corporation; San Francisco fish processors, Norbert Roesling, R. J. Roesling Company; Central California sportsmen, Ernie Winters, Monterey; Northern California sportsmen, Vince Quartararo, Santa Cruz; AFL fishermen and plant workers, and Southern California sportsmen are also to appoint representatives to attend the meeting.

King Crab Cannery On "Nordic Maid"

Canned King crab will be produced for the first time this season aboard an American commercial floating cannery craft.

Capt. J. E. Shields sent his *Nordic Maid* north for her second season of crabbing in Bering Sea with a small cannery in addition to her refrigeration equipment. The vessel is in charge of his son, Capt. Ed Shields.

Nordic Maid, named for the principal Shields' brand, operated last year as a freezer, picking and freezing the King crab meat. While she may freeze some this season, it is anticipated that her principal product will be canned crab.

The only other American floating cannery to pack King crab was the *Pacific Explorer,* but her venture was on the account of the Reconstruction Finance Corporation, and cannot be considered a commercial enterprise.

Nordic Maid carried cans for a pack of 7,500 cases.

NEW PRESIDENT OF N.F.I. ELECTED APRIL 23, 1952

N.F.I. LEADERS PICTURED AT LOS ANGELES MEETING

PACIFIC PERSONALITIES AT LOS ANGELES MEETING

GAIL DIANE

She'll do in Any Service

ohn Bordewick finds full measure of satisfaction in 'Gail Diane," grand new Canadian seiner.

of the outstanding products of atbuilding industry in British bia during the past unusually year is *Gail Diane*, built at W. chions' shipyard, Coal Harbor, uver, for Captain John Bordend Captain Joe Gregory.

Bordewick and Gregory are the best known fishboat operathe province. As master of the e, Bordewick was known as the west coast's high-line hersherman, and made one of the single hauls on record several s ago. Two years ago he was of one of the successful whalssels operating out of Coal Harancouver Island, for Western ng Corporation, which was subtly taken over and absorbed . Packers, Ltd.

Bordewick, Joe Gregory has with B.C. Packers for a long and has been master of the *Tatchu* since the death of Capmmy Goodlad a year or so ago. wick went to sea with the brand *ail Diane* as skipper when the g fleet sailed out of Vancouver second half of the season early uary.

Diane is 80′ long by 21′ 6″ and incorporates just about hing a north coast salmon-hersherman could desire in the f boat and equipment. Robert Vancouver naval architect who en responsible for the design y of British Columbia's larger vessels, drew the plans from *Gail Diane* was built.

er plant consists of a 6-cyl. Washington diesel, built by Washington Iron Works, Seattle, developing 260 hp at 390 rpm.

As an auxiliary unit, *Gail Diane* has a two-cycle British engine developing 22½ hp at 1500 rpm for powering the air compressor, auxiliary generator, bilge pump and other facilities.

This is the first fishing vessel to be built in British Columbia with double oak frames to give exceptional sturdiness. Two sets of frames of total 2 x 4″ thickness were laid against each other to effect mutual reinforcement.

There is accommodation for nine men, and the vessel's living quarters are laid out for functional efficiency, although the comfort was by no means overlooked. The galley walls, table tops and sink are covered with arborite, and there is padded leather on the back and cover of the seats.

Everything a fishboat operator might desire in the way of controls and instrumentation has been included. There is push-button control of the engine from the wheelhouse. The radio telephone is a Wesco 80-watt 6-channel unit with three positions of remote operation.

Gail Diane has radar equipment in the form of a Sonar search ranger and navigation aid, provided by Ekolite, Ltd., along with a standard model Ekolite depth sounder with remote control from the bridge. The direction finder is a Northern remote loop, and compass is a 7″ spherical-mounted Constellation.

A NEW CONCEPT FOR CONSERVATION

Not NUMBERS, But TIMING

Not HOW MANY, But HOW GOO

"Sound salmon research requires that escapement be *not measured by numbers alone,* but that it represent adequately the most productive races or strains, both within the season and within the several years of each cycle."

Reduced to the ultimate in compactness, here is the "New Concept for Conservation" presented by the Fisheries Research Institute at the annual Research Conference of the canned salmon industry, held in Seattle March 13.

Dr. W. F. Thompson, director of the F.R.I., enunciated this doctrine as a challenge to the present theories of conservation. He developed it through discussion by members of his staff, using graphic and photographic projections to implement and supplement the thinking and statistics, the sampling and mathematics which produced the concept condensed here into a single sentence.

All this is an achievement in condensation. Just as this article in a few hundred words seeks to concentrate the thinking and facts presented by a dozen men in half a day, so the March 13 Research Conference offered only a portion of the boiled-down and compressed facts and data, samplings and statistics, readings and records gathered and analyzed by a staff of trained aquatic biologists over a six-year period of the most comprehensive research ever undertaken with respect to the immeasurably valuable salmon resource of Alaska.

Simple Keys Unlock Secrets of Biology

"The New Concept of Conservation" enunciated by Dr. Thompson and his staff may seem simple and elemental.

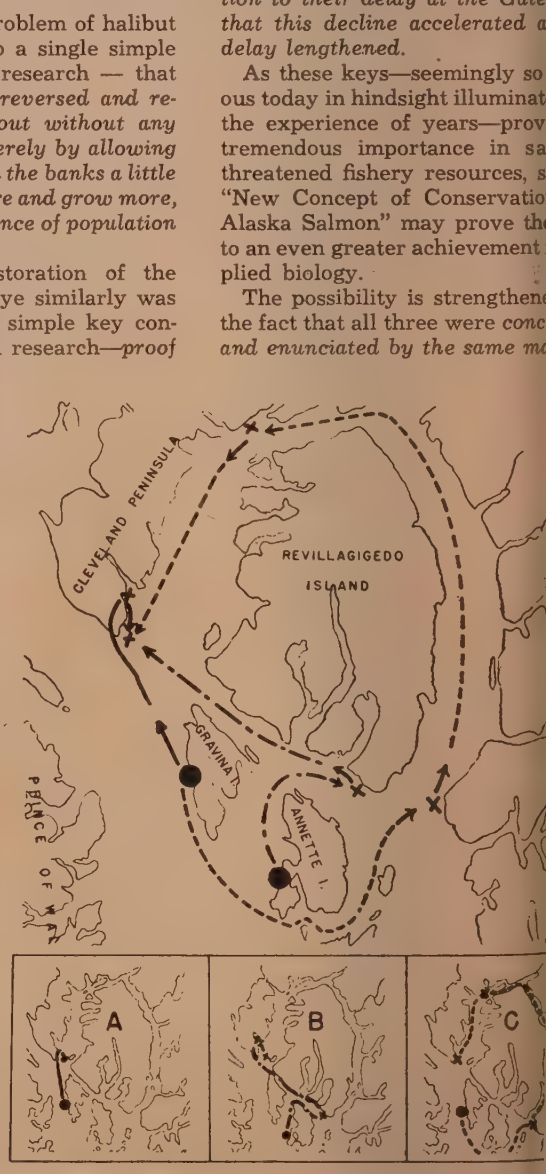
That is true of many of the disclosures of research—*after they have been made.*

The perplexing problem of halibut depletion yielded to a single simple key discovered by research — that *depletion could be reversed and recovery brought about without any sacrifice of catch merely by allowing the fish to remain on the banks a little longer, to spawn more and grow more, and thus tip the balance of population upward.*

The door to restoration of the Fraser River Sockeye similarly was opened by a single simple key conceived by biological research—*proof the Hells Gate blocked the mos ductive races or strains of So at certain river stages; that pr tivity of the salmon declined in tion to their delay at the Gate that this decline accelerated a delay lengthened.*

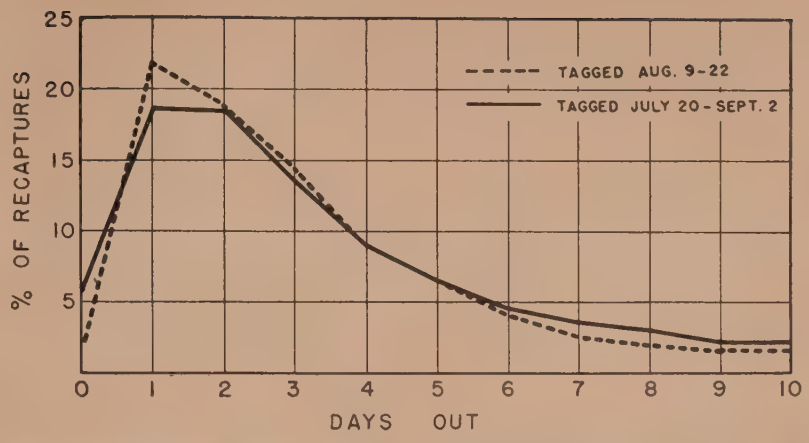
As these keys—seemingly so ous today in hindsight illuminat the experience of years—prov tremendous importance in sa threatened fishery resources, s "New Concept of Conservatio Alaska Salmon" may prove th to an even greater achievement plied biology.

The possibility is strengthen the fact that all three were *conc and enunciated by the same m*



Amazing proof of the random pattern of Pink Salmon migration. Three salmon, tagged at the black spots, followed three distinct routes to the same point of recovery at Bond Bay. This was proved by the fact that all were recaptured after being tagged—one of them twice. The small sketches below segregate the known migration patterns.

fic Fisherman will not here un-
te to report all of the closely
ised data which the staff of the
ies Research Institute present-
support and supplement the
ts and conclusions outlined by
ompson. The material offered
ampling from the vast quantity
c biological fact from which the
sions were drawn.
er to quote the director's analy-
conclusions in some detail, ac-
g without full report the evi-
from which they were devel-
Dr. Thompson introduced his
sion saying:
r keynote today is a considera-
regulation, which must be *pro-*
e if it is to serve conservation—
um use consistent with sus-
yield.
his lies the soundness of your
ment in Alaska—the success or
uptcy of the system of regula-
f the Alaska salmon fisheries.
we declare:
need a new era in regulation.
t year we showed how concen-
of the fishery on one indepen-



Despite the random pattern of their migrations, Pink salmon pass rapidly through the area of the commercial fishery, as shown by this graph, which shows the percentage of total recoveries made on successive days after tagging. Note that about 80% of the fish were recaptured in the first five days after tagging; and that only about 2.5% remained in the area of the commercial fishery for 10 days after tagging.

clusions relative to Southeast Alaska, briefed thus:

1. The run of Pink salmon in any district is composed of many thoroughly mixed races, which segregate and pass into the streams at different times during the season.

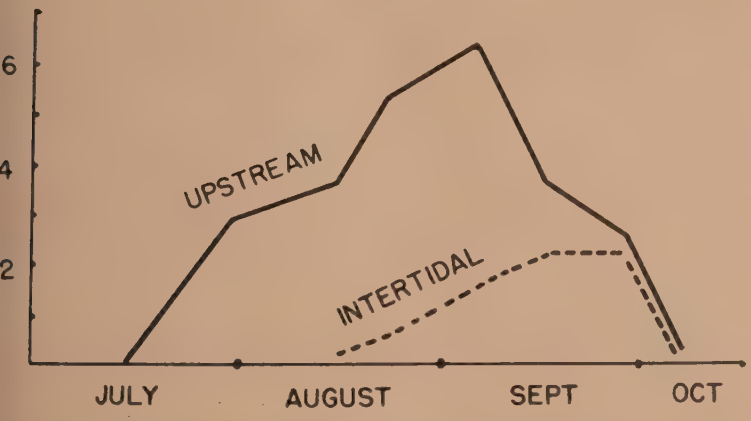
2. The streams in Southeast Alaska can be ranked according to the times of the runs into them.

3. The temperature of these streams corresponds to this timing, the earlier runs being to colder streams. This was to be expected, since temperature governs the rate of development of the young.

4. Temperature is but one of many factors affecting the salmon; others, such as precipitation, oxygen content, etc., determining determine vitality; but temperature may be most important in timing of the runs.

5. Neither regulation of the escapement nor the fishery have dealt equally with these independent races, due to their timing.

6. Hence, escapement must not consist merely of numbers. Timing of the escapement and productivity of the fish composing it are of more importance.



almon spawning in the intertidal zone was first detected and recog-as a factor in salmon conservation by the Fisheries Research Institute. raph gives an idea of the relative importance of intertidal and up-spawning in a typical Pink salmon area; and shows how the inter-dal spawning peaks after stream spawning is largely complete.

rain or race at the most produc-
rt of the season, and protection
races at the less productive ex-
, leads to overfishing of the
nd underfishing of the latter—
to decline.
lay we shall go further. We
how again that mere *numbers*
do not guarantee adequacy of
ment; that *timing* of the es-
ent and *quality* of the fish
sing it are of paramount impor-
and that timing must be right
roductivity of the spawning
high *within the cycle as well*
hin the individual season.
Thompson presented seven con-

Staff members of the Fisheries Research Institute working under Dr. W. F. Thompson in the Alaska salmon investigations, most of whom participated in the March 13 Research Conference, are:

BRISTOL BAY —
R. L. Burgner, assistant to the director
Ole A. Mathisen, project leader
Thos. E. Coulton Jr.
Rae E. Duncan
John R. Gilbert
Swei-yen Koo
Kenneth B. Kral
Richard B. Thompson

KODIAK ISLAND —
Donald E. Bevan, project leader
Allan C. Hartt
Charles E. Walker

SOUTHEAST ALASKA —
Leon A. Verhoeven, project leader
Robert R. French
John Martin
Julius Rockwell Jr.
William L. Sheridan
Howard D. Smith
Stanley D. Swanson

ALASKA PENINSULA —
Fredrik V. Thorsteinson, project leader

PRINCE WILLIAM SOUND —
Wallace H. Noerenberg, project leader

7. A new era of more soundly-based regulation must begin if the industry is to prosper and the fishery is to be restored to healthy condition.

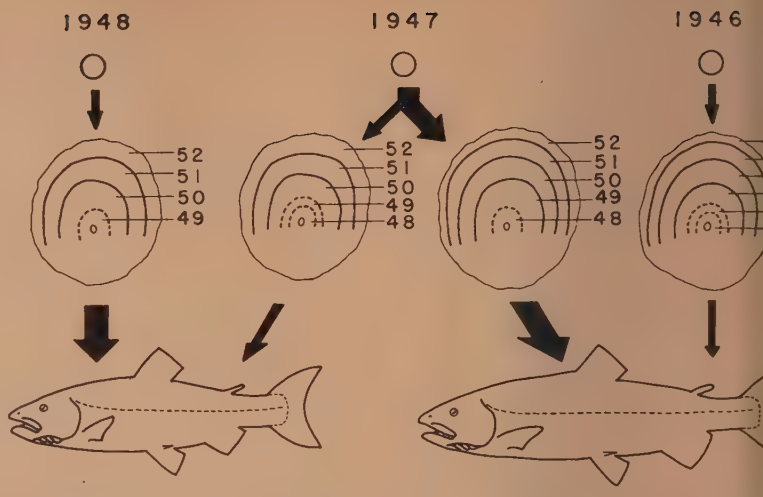
Having presented these conclusions, Dr. Thompson closed his discussion of Southeast Alaska with this challenge:

"Ask yourself whether each of these many races—as many as the streams they spawn in—is being given the flexible, uniform care it needs and deserves as an independent source of young salmon.

BIG Year Is BEST Year, Bristol Bay Research Shows

Before outlining his new concept of cyclic productivity, Dr. Thompson reviewed his earlier thinking with respect to timing of escapement within the individual run, saying that in other districts:

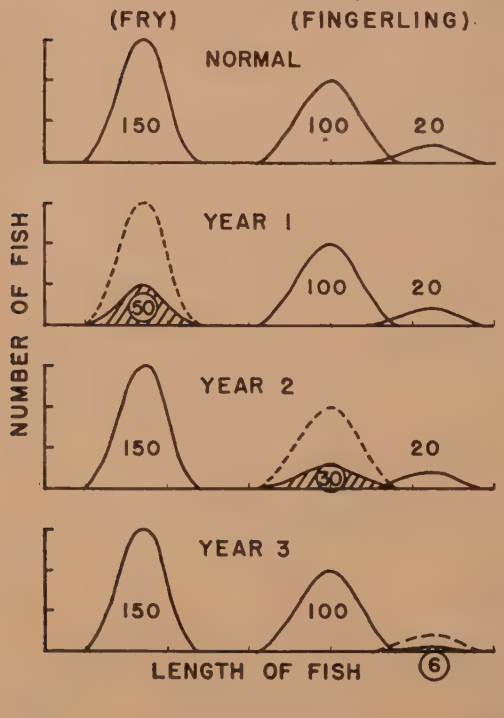
"The most productive, mid-season portion of the Red salmon run was fished heaviest, and was least protected; while the less productive early and late portions of the run were granted protection. We have taken our pack from the prime fish and have allowed the aberrant individuals to reproduce. When we do this, using one section of the run for the catch and another for reproduction, are we playing along with Nature, or fighting her irresistible forces?



EXPECTED AGE COMPOSITION OF NUSHAGAK REDS IN 1952

Bristol Bay Reds fall into two distinct size groups — those which passed two winters in the sea, and those with three winters of m growth (shown by the solid-line circuli on the graphic scales). The s does not indicate relative importance of the three brood years involve 70% of the run is composed of fish in their fifth year; 20% in their f year; while only 10% are sixth-year fish. This graph shows how the sp ing of one year "slops-over" and contributes something to the runs de primarily from the adjacent years. In the case of a "big year" escape contribution to adjacent "off-years" can constitute a highly importan portion of their mature population.

THE EFFECT OF HIGH MORTALITY UPON THE AGE GROUPS IN THE LAKE



Theoretical demonstration of the declining numbers of a Red salmon age group in successive years of lake existence, showing how high mortality revealed by reduced numbers of first-year fry (shaded portions) can be traced through populations of future years and used as a basis for forecasting subsequent runs. It should be noted that the sharp reduction in numbers of fingerlings between the second and third years is due in large degree to migration, rather than to lake mortality The base line of the graph shows the relative lengths of the fish of the three age groups in the lake.

"This has resulted in over-f and under-fishing—both wastef

He then extended this conce show how, by contrasting the and the spawning schools of E Bay Reds, the escapement cou shown to be selective in compos as to sex, size, age, year of cycl spawning area.

In each of these respects the of the fishery has been uneq and usually disadvantageously tributed.

"Today we will show you newly opened to our thinking make points which will be argue disputed by those who defen system of regulation that has

"Big Years" Support Small Years of Cycle

"To illustrate: Our data indi and our research must proce prove, that:

"As it is wrong to make the from the prime fish of the seas lowing the misfits to make up t capement, so also—

"1. The escapement in an of yields poor return;

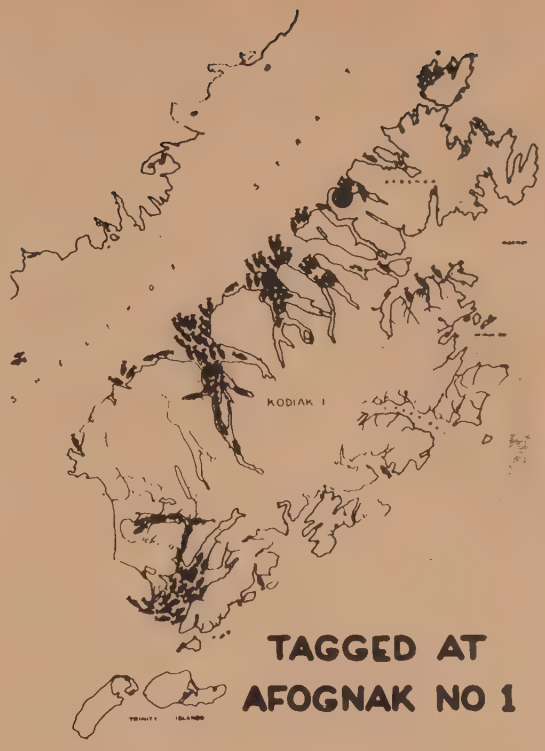
"2. Using too many fish from year' is wrong, because the 'big escapement must support not o

ut also, in part, unproductive
rs.
the 'big year' runs to Bristol
roughly 70% are 5-year fish;
re 4-year; 10% are 6-year, as
by combining the catch and
capement to give the total run.
variable age at return would
liminate the cycle, *if there was*
differential rate of reproduction
different years.
e persistence of the cycle pat-
an only be explained by a low
al ratio in the poor years of
cle, and a high rate in the good
Then the good years must
ver' to help sustain the adja-
oor years.
his is so, and our facts support
inking, there is in this definite
tion of what regulation must
mely:
ovide adequate escapement in
g years of the cycle.
e *big* year is *biggest* because it
, and its fish *most productive.*
e not sure why this is, but we do
it is true.
isting regulations protect the
ings of the year, and those of
productive cycle.
day's regulations have a highly
al effect upon biological bal-
They time escapement waste-
within the season, and also with-
cycle, as evidenced by our data
ng discrimination against the
the peak of the run, and those
ne of the spawning areas.
the other hand, the selectivity
r as to sex, favoring escapement
females, is actually beneficial.

Origin of Cycles

Thompson's discussion of cycles
nteresting as opening a new
or research, and for that reason
mmarized here:
difference in the survival rates
ferent years of the cycle, as in
ifferent parts of each season's
nust be accepted in any basic
ng on cycles, their origin and
persistence.
ur studies have led us to a num-
f preliminary theories with re-
to cycles, theories which point
type of research which must be
to determine what actually is
ning. We theorize thus:

The origin of Red salmon cycles
ccur in the sea, or in the lake,
bly the latter. We believe this
se: (a) cycles are different in
ent Fraser System lakes; (b) it
robable that the sea could have
ar rhythm, or that the rhythm
be on a basis of five years in
lace and four years in another;



This sketch shows the astonishing distribution of recoveries of fish tagged at an Afognak Island trap (indicated by the black dot in the upper center), with a substantial portion of the recoveries made in the Alitak Bay system on the extreme opposite side of Kodiak Island.

(c) when destroyed, a cycle comes back, but the emphasis may be in different years.

"2. It is not probable that physical conditions within the lake — water temperature, height of water, weather, air temperatures — have a consistent cycle, differing from lake to lake, or area to area.

"3. Hence, the cycle must result from a rhythm in the supply of food, or of predators and competitors, or both.

"4. If so, predators and competitors must vary in harmony with the salmon.

"5. The readiest explanation of this is that when the young salmon in the lake are abundant this determines the quantity of food and the predator-competitor population density.

"6. Hence, existence of young salmon in abundance is necessary to the continuance of the cycle pattern.

"7. If so, decreasing escapement during the peak years may provide so few fry that they no longer determine the food and predator-competitor populations—thus the cycle should break down.

"8. It would then be expected that a final step in the deterioration of the runs would be the breakdown of the cycle.

"9. Such a break may have occurred at Karluk. Is the cycle breaking down on Bristol Bay? Only time and observation can tell.

"10. Experience has shown that a cycle can be restored, given adequate escapement."

Although the Fisheries Research Institute report was devoted primarily to Southeast Alaska and Bristol Bay, the two largest and oldest projects, report was given also on the three junior projects—Kodiak Island, Alaska Peninsula and Prince William Sound. These reports emphasized:

Kodiak Island — A highly-specialized stream survey program will be undertaken this year, giving special attention to Pink salmon, and involving several visits to each of a number of carefully chosen spawning streams, with visits so staggered as to give a comprehensive picture of the actual spawning population.

Peninsula—Initiated only in 1951, this project has developed a number of noteworthy findings, of which one of the most interesting and significant is the discovery of numbers of *immature* Red salmon (not jacks) mingled with the ocean runs of salmon.

Prince William Sound — A new project, being initiated this year, with a preliminary program calling for research studies of racial difference among the Pink salmon of this area; age analysis of the run; extensive stream surveys with each stream visited five times at two-week intervals to give a true picture of spawning conditions.

A rare stern of five bait h of Long Beach sels which are ing sardines n Southern Ca nia, using with portable gine generato provide a sou powerful li Here are the light-weight using gasolin gines, and the er, heavier equipped with sel genera units. Some equipped with receivers, othe not. Left to are "Garey", anus", "Ja Boy", "Nere "Sunbeam II" "Coeur d'Ale

The LURE of LIGHT

Makes a Better Busine Out of Fishing For Ba

Several years ago a group of enterprising bait haulers, who also fished sardines commercially in season, developed a new method of netting bait. The lure of light was put to use by these bait fishermen of Southern California.

Lonnie Williams of the *Sunbeam II* first applied lights to a stationary bait receiver in order to school the bait and to prevent the wild movements of the fish which often damage and kill them. Tuna clippers have used lights in this manner on bait tanks.

Then two or three years ago came rubber inner tubes on which were mounted Coleman lanterns. These were used as auxiliary floating lure to hold bait while a set was made. Improvement came in the form of gasoline engines installed in small skiffs to generate power for one or more powerful lamps mounted on the skiff. A fisherman ordinarily used only one skiff in this manner, and during sardine season his skiff joined those of many other fishermen to form a floating city of lights within the outer Long Beach-Los Angeles breakwaters.

Along with the skillful use of the powerful lights went the application of the depth recorder to determine how successfully the lights had brought to the surface and held a school of fish.

Skiff Fishing Yields Tonnage for Canneries

The Southern California sardine season of 1950 saw an increasing number of small boats, which had fished Albacore during the summer, turning to netting sardines in this manner, using bait nets only; and in the year before, during the prolonged tie-ups of the purse seine fleet, small boats fishing in this manner delivered the only sardines canned in Los geles and Long Beach over pe of several weeks.

At the beginning of 1951, befor sportfishing season began, Bill gan of the *Jackie Boy* ordered large skiffs capable of carrying receivers. Three he equipped Kohler light plants and on the fo he used a diesel unit to generate er for a 1,000 watt "deck" light, another light, with reflector, mou swivel-fashion at the stern. skiff carries a 10-day supply of line.

In the 1950-1951 season, using skiff for a five-week period, Du delivered some 350 tons to a Tern Island cannery. As a matter of one haul brought him some 18½

Duggan, like other net fisher uses a depth recorder to deter the extent of the school drawn t surface by his light skiffs, which

sual picture that a photographer must get in the early morning hours and then snap when the fog is thick and picture-taking Jackie Boy" returns from a night's skiff-tending and sardine netting near the Los Angeles-Long Beach harbor. Following the boat, like well-trained baby ducks, are four skiffs, equipped with light plant and net-receiver, and a small auxiliary skiff.

ed as soon after dark as possi-Somewhere around midnight, n takes his *Jackie Boy* to his skiff to determine the size of hool his lights have lured and lf satisfactory, the *Jackie Boy's* skiff, also equipped with light eflector, temporarily replaces rger skiff, which is moved to rt side of the fishing boat and ationary by outrigger. The net rom the stern of the craft, en-g the little skiff whose light the sardines. A fisherman at es remains in the skiff in the of the net while it is being . After the set is made, the big receiver is waiting to receive it. Each receiver holds from 150 scoops. The *Jackie Boy's* ty with its own deck bait tank s four skiff-receivers, is 1,000

procedure is repeated for each four skiffs. During the bait-g season, the Bait Haulers Co-ive Association of Long Beach os Angeles harbors, of which *ckie Boy* is a member, main-eceivers floated in the bay and xcess or overflow of bait from er boats is of course held in receivers for servicing the shing boats.

Sunbeam II, Lonnie Williams, lt to use this year a new 18 x 8 and has used a Crofton 5-hp. generating plant. The *Uranis* ave a new, large skiff ready for ening of the sardine season, Oc-1. Some fishermen use Briggs tratton plants; others, Wiscon he wattage of the lights varies ,000 to 2,000 and in one case an ght is used. Some fishermen lights both stern and bow of ffs; others experiment with one nly.

Donna K, powered with a erg gasoline engine, and cap-by Herb Mueller, is using for the first time in 1951 five 16 x 6 skiffs, with 5-hp. Crofton diesel 3-kw. generating units, air-cooled. Lights with reflectors are mounted stern and bow and each skiff carries a "sack" receiver, attached to the stern. This receiver, similar to those on the *Jackie Boy's* skiffs, is of net hung on a 7 x 7 pipe frame.

Skiff Fishing Procedure

The *Donna K's* procedure is thus: at 11 p.m. or thereabouts the boat goes to where the skiffs have been anchored, near the breakwater, and works No. 1 skiff with a "Fathometer" to get the depth and extent of the school of sardines (or anchovies, kingfish, queenfish). The school is wrapped with the vessel's own net and rolled into the receiver, not scooped. Lights remain on during the entire procedure. When the skiff is rowed out of the net circle, the receiver goes into action.

When No. 5 skiff's "balled" sardines have been netted, then No. 1 skiff is tried again for a possible second haul.

It has been estimated that during last fall's sardine season there were some 200 "lights" working the breakwater area.

It is interesting to note in connection with this article that when a live-bait boat or a bait-hauler turns to sardine fishing with lights, he now changes his net by replacing the apron and sack of the anchovy or bait net with a sardine apron of 1⅛″ 29-thread, approximately 10 fathoms long and 45 fathoms wide. The sardine sack is approximately 100 lbs., but it has a 4 x 6 fathom brailing strip of ¾″ 6-thread in preference to ½″. Seven to eight tons of fish can be held in this net.

A close view of one of five skiffs operating with the "Donna K" out of San Pedro. Note the two lamps with reflectors, the uncovered light plant (5-hp.) diesel generating unit and the fuel tank at the bow. The sack receiver can be lowered or raised by a tackle.

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in the

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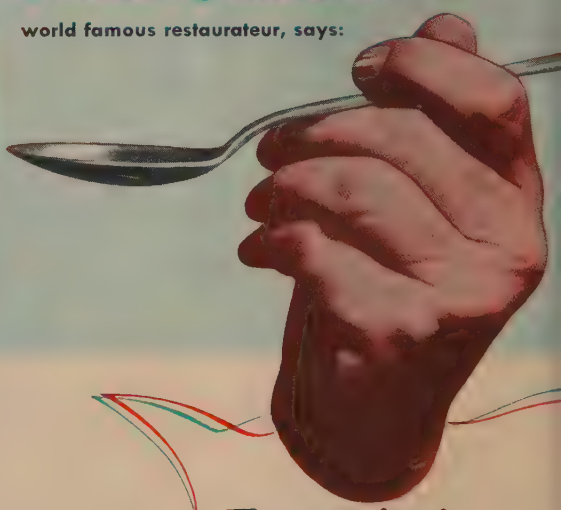
Charlie Saunders

world famous restaurateur, says:



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Then we asked Charlie to taste them both, side by side, and tell us what difference he could detect. His answer was: "No difference at all. They're *both* superb. No '*oily flavor*' in either. In fact, we're using Archer "S" *exclusively*, now, in place of former premium-priced salad oils, for all salad dressings and as a frying oil for fowl and meat."

Want to find out for yourself? Then read the invitation on the facing page . . . and mail the coupon NOW!

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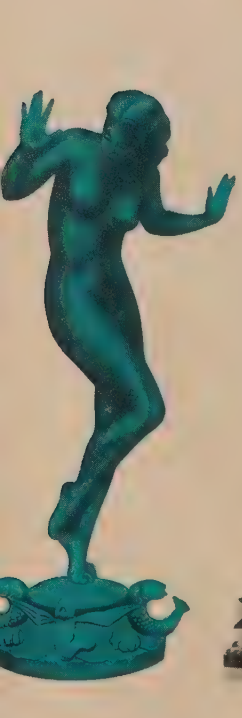

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EVOLUTION and EFFICIENCY In Seining With Wire Purse Lines

Wire purse line employment in large seines steadily becomes more established as fishermen find means of employing the wire more efficiently.

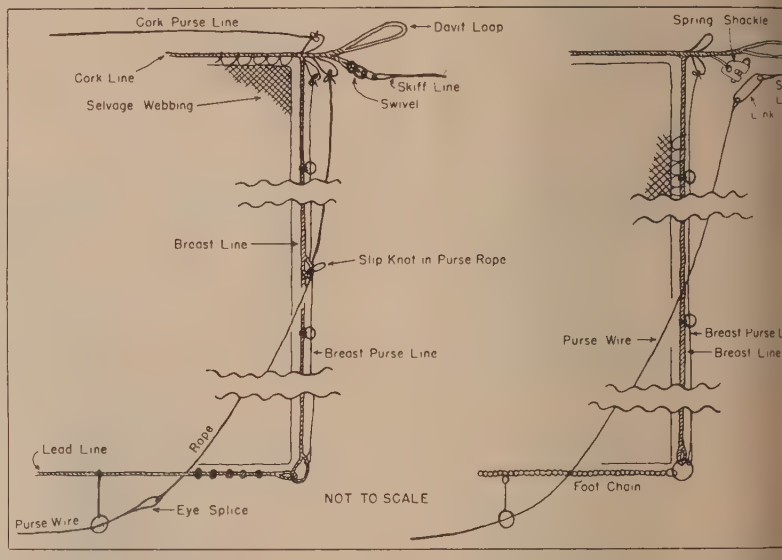
From the earliest use of wire purse lines it was necessary to modify basic practices built on the use of manila lines. First and most important of these modifications of course was the adoption of reels on which to wind the wire.

The evolution of method to attain the greatest benefit from the characteristics of wire purse lines for heavy seines goes on in the herring, sardine and tuna operations where nets of this kind are necessary.

Bit-by-bit, fishermen build up new methods, new operating practices conceived to capture the full advantage of the wire purse line by finding the best means of using it.

A notable instance of this sort of development is discussed in "Purse Seines and Other Roundhaul Nets," written by W. L. Scofield of the California Bureau of Marine Fisheries and recently published as Fish Bulletin No. 81 of the California Department of Fish and Game.

One of the problems associated with the employment of wire purse lines has been the difficulty sometime encountered, and the amount of time required, in recovering the wire line for pursing after the davit loop is in place on the davit.



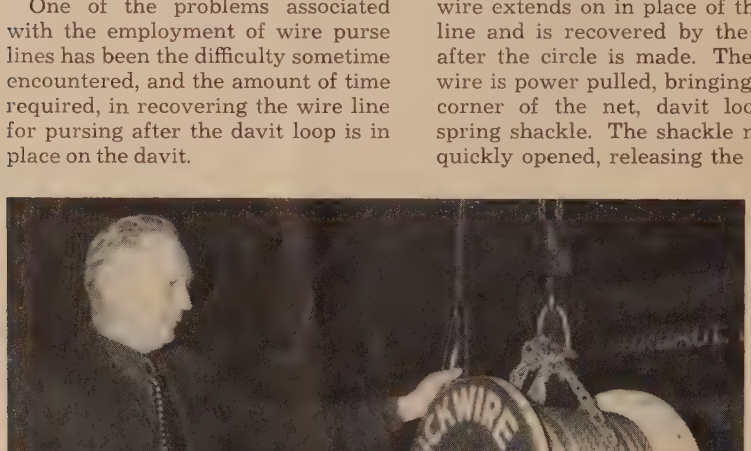
Sketches by W. L. Scofield showing methods of recovering the end of the wire purse in seining — with the up-to-date operating practice described in the article sketched the right.

Mr. Scofield writes:

"A spring shackle has replaced the swivel of the skiff line. The purse wire cuts across the lower corner of the net to the spring shackle. The wire extends on in place of the skiff line and is recovered by the vessel after the circle is made. The purse wire is power pulled, bringing in the corner of the net, davit loop and spring shackle. The shackle may be quickly opened, releasing the link in the purse wire, which continues come in under power pulling. T pursing has begun with a minim of delay. The spring shackle is us ly at the bag end only of the pu seine, in which case the wing end the purse wire is made fast to davit loop sling as in the past."

In his discussion of wire lines Scofield makes mention of the gr ing use of three-piece wire, with middle section of heavier const tion to take the increased wear a strain resulting from concentrat of the catch. Mr. Scofield discus this feature, and the method of h dling the wire, in these words:

"Standard purse seine gear n has the purse cable in three sectio the central one being of heavier w The end sections are commonly 9 inch with 5/8 up to 3/4-inch in central piece. The cable is wound two reels and when the rings bunched and boom-lifted aboard. wire is removed and an attached li manila line is threaded through rings to keep them in order as stow along the port side of the turnta (in a counter clockwise layout). T free end of the cable is rethrea through the rings before the next and made fast at the bag-end bre of the net to be in position for covery at the next pursing."



Centerpiece purse wire such as this 50-fathom reel is used in modern sardine and tuna seine rigs, with lighter wire, usually 9/16-inch in the end sections. This spool happened to be going to the "Liberator", San Pedro seiner operated by Capt. Paul Biazevich. Putting it on the truck for delivery is W. G. Ebermayer, owner of the Cordage Supply Co., Long Beach.

PACIFIC Fisherman's NEWS

BABY TUNA PPERS SUNK RING MARCH

ch proved a disastrous month
ses in small tuna clippers, five
m being sunk. For the three
s of 1952, the total was six clip-
nd two seiners of the Southern
rnia fleets.

y tuna clippers lost in March
ed: March 10, 66′ wood, *Senor-*
nk in Gulf of California; was
as purse seiner at Tacoma in
A. J. Silva and seven saved.
ch 26, 70′, wood, *Sun Jewel,* ex-
l off Cape San Lucas; built by
nolich, San Francisco, 1942.
t J. H. Todd and seven saved.
ch 27, 95′, wood, *Lindo Jo,*
ed on rocks at Amapala, El
dor; Designed by Art DeFever,
uilt by Hodgson-Greene-Halde-
1944. Vincent Nunes and 11

ch 28, 90′, wood, *Benita,* on
at Point Fermin, California;
y Campbell Machine Co., 1936.
Toso and eight saved. Matt
owner. Attempts were being
at end of March to salvage this
r.

ch 30, 78′, wood, *Morning Star,*
north of Ceralbo Island, Gulf of
rnia; built by Al Larson Boat
1940. A. Zolezzi and 13 saved
ere Jan gaard of *North Ameri-*
ad 60 tons aboard.

lier, on January 25, the 68′,
Ranger, hit an unknown object
aching Ceralbo Island and sank.
e Kell and six were rescued.
o purse seiners have been lost,
n January. *Esperia II* hit Long
breakwater during storm; was
ulled off by Pacific Towboat &
ge, but declared a total loss.
n Gate, with Jack Borcich and
f 10, sank off Santa Cruz, Janu-
.

106′ tuna clipper **South Pacific** was
ed by fire recently while lying at
iego. Damage amounted to around
according to co-owners Lou Brito
hn R. Silva.

Fraser Fishermen Promised Protection

The Canadian fisheries plan to spend about $500,000 on a boat basin for the use of fishermen at Steveston, at the mouth of the Fraser River, according to announcement by Hon. R. W. Mayhew, minister fisheries.

Details of the project have not yet been decided, but one proposal was to build a piling jetty and dredge a basin. Another involved building of a breakwater to one of the small islands in the south arm of the Fraser and incorporating the islands as a second breakwater.

At present, the Lulu Island fishing center, home of B. C. Packers big Imperial plant, Canadian Fishing Co.'s Gulf of Georgia cannery, Anglo-B. C. Packing Co. Nelson Bros. Fisheries and other operations, is exposed to the open gulf from both north and south.

Cardosa and Clipper To Host '52 Fiesta

Captain John G. Cardosa and his tuna clipper *Santa Margarita* will be host and honor boat for the annual Portuguese Fiesta to be held in San Diego June 1.

Captain Cardosa has chosen Miss Mary Gonsalves to be Fiesta Queen. On Fiesta Day a parade of floats and costumed marchers will be held, ending at St. Agnes Church. The celebration dates back to 1323.

The *Santa Margarita* was built in 1931 by the Al Larson Boat Yard on Terminal Island. In 1946 the clipper was modernized and much new equipment was added.

Men in Skiff Saved By Radar in Fog

Radar aboard a Coast Guard cutter out of San Pedro helped to locate nine fishermen in a skiff off Point Fermin in a dense fog recently. The fishermen were crew on the live bait boat *Beneta* from San Diego, which went on the rocks at Point Fermin. Captain of the *Beneta* is Mario Toso.

Snider Takes Whirl At Calif. Sea Shrimp

First to announce prospective shrimp operations in the newly discovered beds off the northern California coast is the Snider Fish Company, with headquarters at Fields Landing, on Humboldt Bay. Austin T. Snider, president of the company, stated that operations were to be launched with the opening of the initial season April 1, weather and other conditions permitting.

The company has engaged the shrimp vessel *Miss P. C.,* which arrived late in March from San Francisco, and which was being put into shape for the opening.

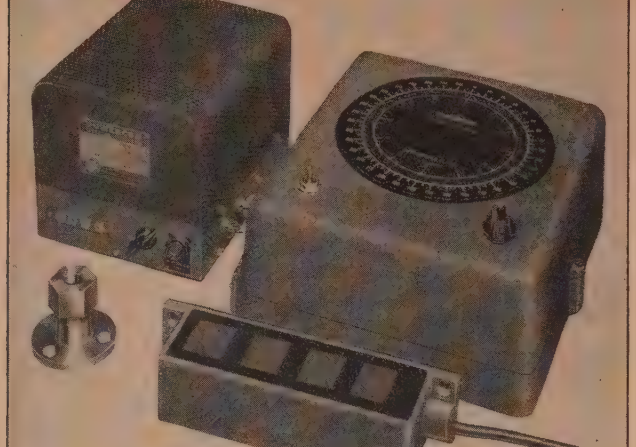
Principal field operations for the present was expected to be the beds turned up the California Division of Fish and Game explorations in Area A, including waters between the Oregon-California border and False Capt, and Area B, between False Cape and Pigeon Point. Another Area, C, extends to southward to the vicinity of Richard's Rock.

It was indicated that the initial operations will be watched with keen interest not only by north coast operators and fishermen but, as well, by the entire Pacific coast trade, in view of the exploratory aspects of the venture. A number of other firms have indicated interest in the possibility of future operations if conditions and results warrant the same.

The Snider Company, incidentally, is the newest firm in the Humboldt Bay region, having been opened only about a year. Snider formerly operated a fresh fish wagon service out of Eureka.

Gillnetters Ask Holiday Declared for Labor Day

In order to permit Washington sport fishermen a net-free Labor Day for salmon fishing, the Puget Sound Gillnetters Association recently requested Robert Schoettler, Washington director of fisheries, to close gillnet fishing on Labor Day.



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ken Heads Seattle mber's Fish Committee

rold E. Lokken, manager of the ng Vessel Owners Association, een appointed permanent chair- of the newly-organized Fisheries nittee of the Seattle Chamber of nerce, which is undertaking a program of fact-finding and applying in the interests of the try and its contribution to the e good.

ermen are Re-elected

nmercial Fishermen's Inter-In- ce Exchange, with home office n Pedro, re-elected Robert Du- f the *Seven Seas* as chairman of oard of governors. Nicholas Fe- , *Treasure Island,* is vice chair- Stanley M. Brummel continues cretary-treasurer and manager. ge Felando and Max Grbelja replaced on the board by An- Tipich of the *Sea Pride* and Car- Di Massa of the *Tacoma.* Other bers fo the board include An- Vilicich, Vince Yelusich, Vince kovich, Slavko Ivancic and ony DiLeva.

representative for Commercial rmen's Inter-Insurance Ex- ge was recently appointed in tt, Washington: Ernest Ander- hose office is at 1228 Broadway.

Smiles follow the successful launching of the new "St. Janet", purse seiner built by the Harold Hansen Boat Company. Left to right, Leon Sutter, manager of the Alaska Pacific Supply Company, who furnished the 190-hp. Murphy diesel; Walt Hossfeld, owner of the boat; and Don Hansen, designer and builder.

Walter Hossfeld Launches Newest "Saint" Boat

Early in March the newest of the Hansen-built "Maid" boats took the water. St. cmfwyp shrdlu etaoin water, *St. Janet,* latest of the successful seiners operated by Walt Hossfeld. She is built to the Alaska limit, 57′ x 17′ x 8′.

Power for the new craft is a 190-hp. Murphy diesel supplied by the Alaska Pacific Supply Company, Murphy distributors. The new engine has a 3 to 1 Twin-Disc reverse and reduction gear and a Twin-Disc front power take-off.

Hossfeld is having a Rowe seine winch and a Rowe anchor winch installed.

The *St. Janet* was christened by Janet Hossfeld, the owner's daughter.

Features of the new vessel are a Sig Hanseth radiotelephone, a depth sounder and other electronic equipment, and Hart and Burns "Navicote" bottom paint.

Neil Burton Switches From Tuna to Shrimp

Neil Burton, who formerly owned the *Dorene B,* is now in Guayaquil, Ecuador with the *Cape North,* which has replaced the *Dorene.* The *Cape North,* together with several other Southern California boats such as the *Swan* and the *John Calvert,* are to fish for several shrimp freezerships which B. Solomon, Long Beach refrigeration expert, will supervise.

It is understood that the shrimp will be sold in the United States through a West Coast firm.

Seaside Supply Stores, San Pedro, supplied the boats with shrimp trawling gear, including balloon trawls, made by Seaside, and Whitey shrimp trawl winches. The *Swan* and the *Calvert* were supplied with Fathometers before leaving San Pedro.

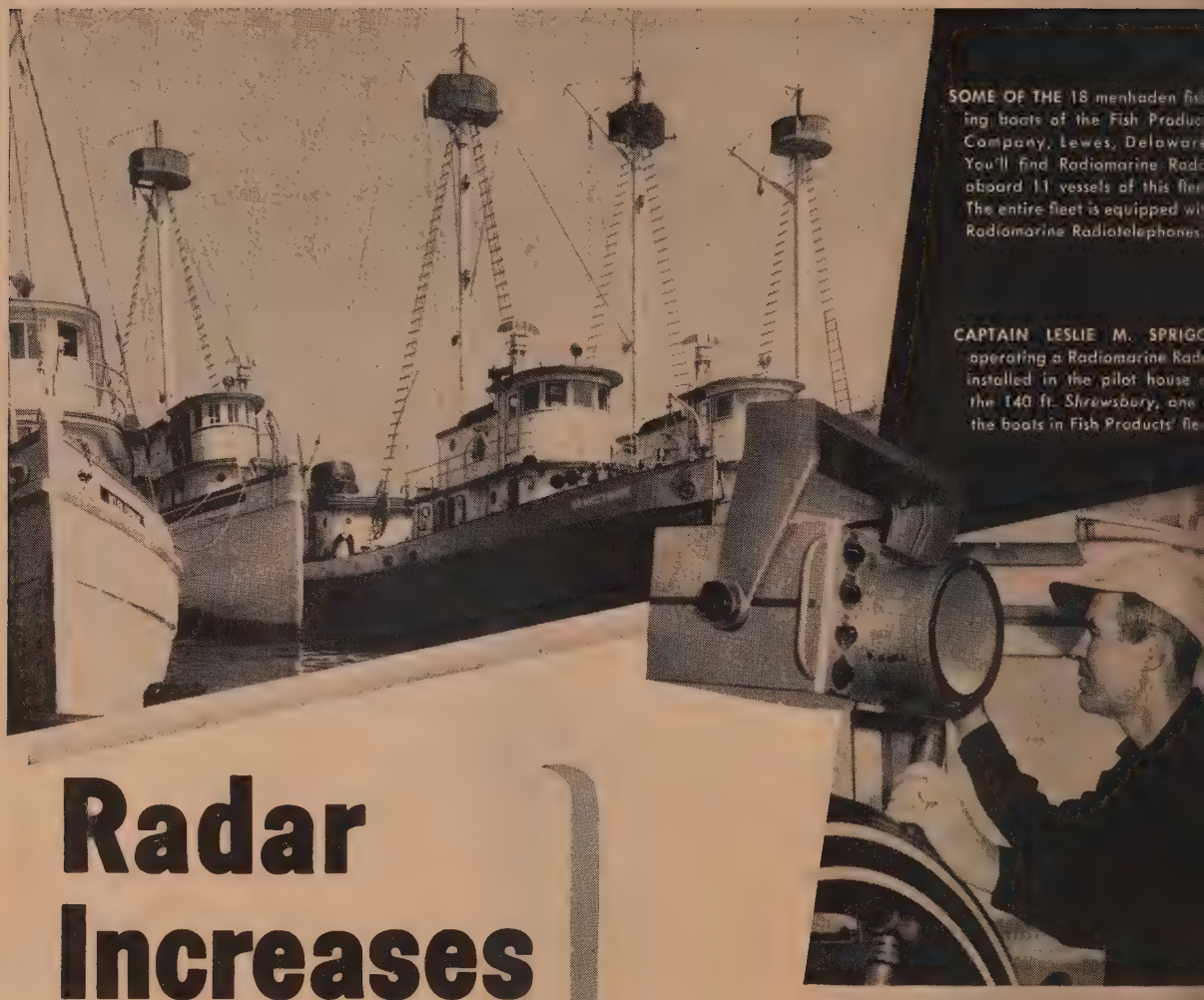
The two motherships for freezing the Ecuadorian shrimp are *Pacific Reefer* and the *Marilyn,* which Solomon refrigerated a year ago. The *Pacific Reefer,* now in Panama, was completely refrigerated by B. Solomon & Associates with five 75-hp. Vilter compressors.

Captain Burton is something of a fabulous figure in the fisheries, being one of the few with Blue Nose background on the Pacific. He began with halibut and salmon in his schooner *Wentersaid,* and was the first man to land a commercial fare of Albacore in the Pacific Northwest. Furthermore, the 65-ton trip of the *Dorene B.* in 1944 still stands as the largest load of Albacore ever taken in Pacific Northwest waters.

$90,000 High Sea Tax Refund for Fishermen

Machinery for refunding the $90,000 in privilege taxes collected by the State of Washington for the landing of fish taken outside territorial waters is being set in motion, following ruling that the law under which the funds were collected is invalid.

Fishermen's Co-operative Association members are able to get their refunds direct from the dealers to whom they sold, as the F.C.A. enjoined the state from collecting such taxes from the dealers. Other fishermen will make application for the refund through the dealers to whom the fish were sold, and who will in turn certify the amount due to the state.



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CAPTAIN LESLIE M. SPRIGG
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the 140 ft. *Shrewsbury*, one
the boats in Fish Products' fle

Radar Increases Earnings

for menhaden fisherme

CAPTAIN LESLIE M. SPRIGGS of the *Shrewsbury* says: "With Radiomarine Radar we avoid delays caused by bad weather. We save time and increase our earnings by getting out to the fishing grounds and back to the processing plant despite fog, rain, snow or darkness.

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During a recent 24-hour run to and from the fishing grounds, Captain Spriggs and the crew of *Shrewsbury* returned to port with a record catch 600,000 menhaden (200 tons). "Our Radiomarine ra equipped boats," says Captain Spriggs, "are the profitable in the fleet.

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Payne Presides r B.C. Fish Union

ot. Reg Payne of Sidney, Van- r Island, was re-elected presi- of the United Fishermen and d Workers Union at the annual ention in Vancouver. This is the st organized group of fishermen ritish Columbia, comprising 8000 members.

nes McLellan, New Westminster tter, was re-elected vice-presi- and Fred Branter, fresh fish and storage worker, second vice- lent. Homer Stevens was re- ed secretary-treasurer, with Alex Gordon business agent. The executive board includes Steve Stavenes, Erik Liknes, Pete Pavelich, Mike Wishinsky, Mark Galway, Dan Cordoni, Gordon Severan, Bob Hannah, Angus Neish, Bert Rittenhouse, Clayton Hibbert, Ted Foort, Claude Geernaert, Eva Vaselanak, Mickey Beagle and William Rigby.

Boat Sinks; 8 Saved

Eight crew members of the 66-foot tuna boat *Senorita* were rescued when the craft sank in the Gulf of California. She was the second Southern California boat to meet disaster near La Paz in recent months. First to go was the *Ranger,* captained by George Kell.

Anthony J. Silva was skipper of the *Senorita,* built in Tacoma in 1928.

The crew of the vessel was asleep at the time the boat began to list to starboard. Unable to get the speedboat into the water before the vessel submerged, the crew abandoned ship in a rowboat.

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Sitka— Bait Herring Late On Baranof Coast

At press time few herring had been caught in Sitka Sound. Fifteen barrels of herring were scooped up February 28, by *Sea Ranger,* skippered by William R. Walton, and given to the people of Sitka for their spring treat. No more was located until March 22 when the *Sea Ranger* seined 450 barrels and they were taken to Pelican by Adolph Thomsen, skipper of the *St Nicholas.*

Adolph Thomsen, skipper of the *St Nicholas* and William R. Walton, skipper of the *Sea Ranger,* bought the herring interest of Tom Elswick, skipper of the *Santa Maria,* and will furnish herring for the Juneau and Pelican Cold Storages this season. Ed Hansen, skippering the *Tony K,* belonging to Clyde Peterson and Russell (Rusty) Mills, with them as crew, will supply the Sitka Cold Storage with their herring needs. It is still cold and stormy and no doubt the herring will come to the surface as soon as the weather warms up.

An exciting side light in early Sitka fishing was smelt. For three weeks in February Pete Crews of the *Lila A,* George Rohrer of the *Cora B* and Al Rotluff mate on the *Ideal,* with patience and frozen fingers spent their evenings with dip nets brailing up the delicate silver smelt. It is the first time Sitkans have been privileged to enjoy this delicacy in quantities. The boys report their entire take was around 1500 lbs.

George Bernardi rebuilt his troller *Sitka* at the Sitka Marine Railway this winter. She is new from the guards up and old friends will have to look twice to recognize George this winter.

Don Mills, skipper of the *Lydia S,* arrived at Thimbleberry Bay in February, the first boat from the South. George Jackson and his family on their boat the *Anna J,* came as far as Ketchikan with him. George is going to begin fishing in the Ketchikan area. Don reports a fine trip, making the entire run in 121 hours.

Victor Hanlan and his wife, skipper and mate of the *Elk,* crab fishermen for Gorman Fox, returned on the *Denali* on February 19 from a three months trip outside. They picked up their car in Fairbanks and le there on Thanksgiving day drove to St. Paul, Minn.

T. C. Knutsen (Tully) of the t *Shield,* sold his 22′ troller *Cub* to ry Pollen. Another person to the fishing fleet this season is Brooks. He purchased the *A Maid,* 34′ troller, from Louis B

Vincent Anderson, skipper o *Sentinel* and his family have m from Juneau to Sitka. Vinc is r ing his boat for early black cod ing.

Webb Marine Sales and Servic overhauling the Chrysler Crow gines in Fred Kellberg's troller *H* They installed a new Chrysler C in Andy Anderson's troller *M* this winter.

"California Girl" Sold

George Knowlton of Long B who lost his *America II* on the r off St. Nicholas Island recently bought the *California Girl,* which owned by John Q. Tufts until death late last year. Knowlton is ing a Northern radiotelephone t place a set which was stolen from boat.

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LONG LASTING
BRUSHES EASILY
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THE LOW PRICED
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WITH THE SECRET "S. M." PRINCIPLE
which constantly and slowly releases poison to positively repel all fouling growths during the long life of the paint.
GOES ON RED—STAYS RED
Don't gamble with your bottom
ALWAYS USE 7-11
SEE YOUR BOAT YARD, MARINE PAINT SUPPLIER OR WRITE
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76

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l Gillnetter Built Bristol Bay Service

steel gillnetter for Bristol Bay ce will go north this year.
e hull, 32′ x 10′ 6″ was built by and Company, Seattle, and the house, bulwarks and other ment was installed by Bryant's na.
ver for the new craft is a 95-hp. -Craft engine with a 2 to 1 reduc- ear.
ere are a number of features into this boat which Jerry Bry- president of Bryant's Marina, will make it an outstanding craft nly for Bristol Bay but for rig- service elsewhere in Pacific wa- Not the least of these features ne built-in flotation tanks which have shown will support some pounds of additional weight d the boat.
e hull design is along the old lines with a sharp breaking for most of the length of the Bryant states that he believes n addition to other hull features, nake for a more stable boat and which will fish easier.
e builders, in developing this felt that it was possible to use oat for other services than Bris- Bay. The trend toward long range, self-sustaining mother ships make this steel boat an ideal auxiliary craft to operate with this type of vessel. Bryant stated that this was one of the main points of importance in the construction of the steel boat.

Steel gillnetter built for Bristol Bay by Flohr & Co., and equipped by Bryant's Marina, Seattle.

A.F.U. Elects Lundmark And Retains Johansen

Alaska Fishermen's Union this spring elected Swan Lundmark, Seattle, as assistant secretary, succeeding Hans A. Hansen.

George Johansen was re-elected secretary without opposition, as were agents Abe Lehto, San Francisco; Jack Wood, Bellingham; and Oscar Erickson, Ketchikan.

Lundmark defeated Mrs. Lottie Edelman. At Portland, Olaf M. Johnson was chosen agent, defeating Pete Broddeson and Richard Gregg.

Two retired fishermen died recently in San Diego. **John B. Silva**, native of Portugal and resident of San Diego for 24 years, is survived by his wife, four sons, a daughter and eight grandchildren.

Joseph Lograsso, 47, born in Missouri, is survived by his wife, three sons and a brother.

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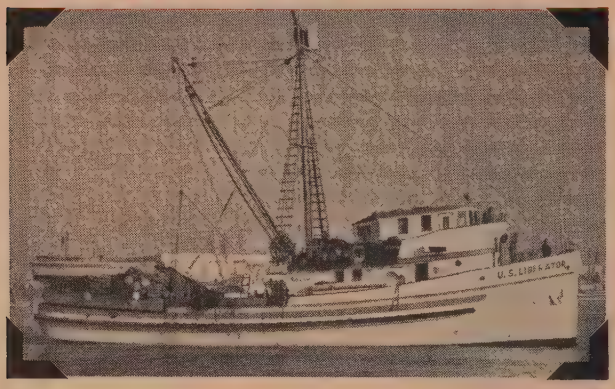
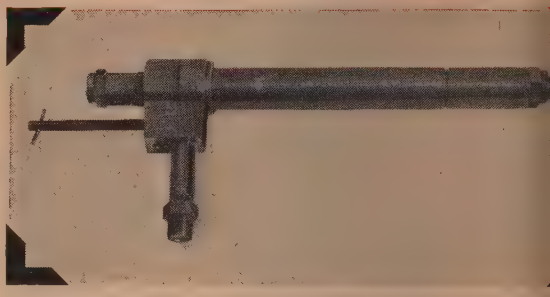
STANDARD ENGINEER'S REPORT

DATA	
PRODUCT	Standard Diesel Fue
UNIT	85 foot purse seiner — 400 H.P. Enterprise D
CONDITIONS	Fishing off California and Mexico coasts
PERIOD	Since 1944
OWNER	Sal Colletto Monterey, Calif.

No deposits on diesel injectors in 1200 hours tough wo



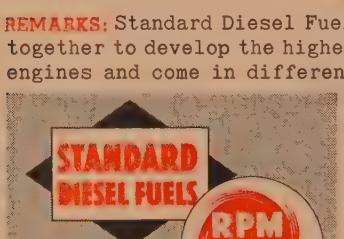
THE M.V. U.S. LIBERATOR fishes the high seas from California to as far south as Acapulco, Mexico. Her 400-H.P. propulsion engine works hard in the heavy seas, tides and tropical storms.



STANDARD DIESEL FUEL, used in the U.S. Libera engine since she was built in 1944, has always vided plenty of power and smooth operation unde conditions—has burned "clean" and kept fuel pa good condition, according to her skipper and o Mr. Sal Colletto. Note the injector above re for photographing after completion of a 1200 fishing cruise.

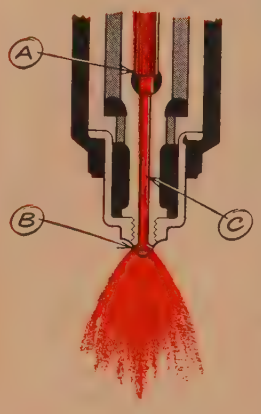
USING RPM DELO HEAVY DUTY Lubricating Oil, here being added by Chief Engineer Buda, has practically eliminated bearing and piston overhauls on the engine. After seven seasons of work without overhaul, an inspection showed the tool marks still on pistons, rings free and in good condition, bearings tight. During this period, oil was drained at about 250-hour intervals.

REMARKS: Standard Diesel Fuel and RPM DELO Oil work together to develop the highest efficiency in diesel engines and come in different grades to meet operating conditions in all sizes and types. The fuel comes to you clean and is made to exact specifications; the oil contains special compounds which resist oxidation, corrosion, stop foaming and prevent wear.



TRADEMARK "RPM DELO" REG. U.S. PAT. OFF.

How Standard Diesel Fuel cuts repairs and ups engine efficiency



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STANDARD OIL COMPANY OF CALIFORNIA

Francisco—
ombination Craft
old For Shrimping
f El Salvador

Ministerio del Trabajo of the blic of El Salvador has pur- d two San Francisco Bay area nation boats and will use them xperimental shrimp fishing off ast of El Salvador.

two boats are the *Carlo Jr.*, rly owned by Ignacio Cefalu, 'rancisco; and the *Lady Joan*, rly owned by Joe Aiello, Pitts- The deal was handled by Dan & Son, Fisherman's Wharf, epresenting the El Salvadorean nment was Romulo Leal.

imp fishing netting was pur- l from Cincotta Bros., and a tt diesel-electric generating was purchased from the Thom- Short Co., San Francisco. The were placed on board a freight- l shipped to La Libertad.

---

nk Gandolfo, well known San isco purse seine owner and skipper, fishes for salmon in the off season, as does *Phil Billante*. Both have purchased 10 watt Fisher radio telephones for their salmon trollers from Chuck Neumiller, Marine Radio Electronics, Fishermen's Wharf. Frank's salmon troller is the *Vivian*, and Phil's is the *Baby Ann*.

On the ways recently at Anderson & Cristofani, San Francisco, were *Providenza*, John Mineo, and *New Marettimo*, Joe Spadaro, Monterey. At Pacific Dry Dock & Repair Co., seiner, *Pacific Star*, Sam Lonero, and the San Francisco seiners, *Torrente Bros.* Joe Torrente, and Frank Gandolfo's, *Aurora*.

Standard Fisheries, Inc., Fishermen's Wharf, San Francisco, has installed new refrigeration facilities. The new holding box 21 by 15′ is refrigerated by a 2-hp York ice machine.

The purse seiner *Sea Lion*, Jigs Crivello, San Francisco, managing partner, was up on the ways at Anderson & Cristofani last month for repairs. Another purse seiner was also on the Anderson & Cristofani ways last month *San Vito* out of Monterey, which is going to trawl out of Eureka this summer. She was converted for trawling at Anderson & Cristofani's. While she was at the yards she was equipped with a Submarine Signal Recording Fathometer. Sal Cecilio is managing partner.

C. R. Martinolich was built in 1944 by the Martinolich Shipbuilding Co., San Francisco. She is powered with a 400 hp Enterprise diesel engine.

J. D. Martinolich, another Monterey purse seiner, also owned by Vince Cefalu and partners, has been chartered to Charlie Buchan Jr., through Dan Bohne & Son, Fishermen's Wharf, San Francisco, and will fish tuna for the Van Camp Sea Food Co., Terminal Island, Calif.

St. Christopher, Monterey purse seiner skippered by Joe Giamona, recently brought in a full load of tuna to Van Camp Sea Food Co., Terminal Island.

Sam Celandrino, Santa Cruz, who recently purchased the combination boat *Mike* from Earnest Gann, author and fisherman, has renamed the craft *Paul C.*, and has installed Westinghouse Air Brake clutch controls.

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...astineau Channel

...ot of new paint, new poles, new ...sh, some new faces and plenty ...w enthusiasm for the new sea- ...that was the combination in the ... boat harbor here as April ...d.

...me trollers were returning from ... fishing at Ketchikan to rejoin ...leet at Juneau. Others hadn't ...nade their first 1952 bow wave. ...ng the past winter there had, in ...been a spell when ice set them ...y in their mooring places. Lin ...er, harbormaster, said the salt ... ice was 16 inches thick at one

...t the winter had gone, and with ...y May swinging into view, here's ... some of the boys had accom- ...ed with their water wagons: ...en Jones of Juneau had a new ...e and shaft in his 42-foot troller ...

...nrad Clippert of Pelican bedded ...nking new marine diesel in his ...ot troller *Arminta.*

...bert Greenwald of Hoonah had ...aightening job on the intermedi- ...haft of his 55-foot seiner *Reli-*

...I. Cropley of Sitka had a new ... and rudder in his 60-foot packer *...nix.*

...rence Moy of Hoonah put his 60-foot packer *Lone Fisherman* back down the ways with a new shaft and a rebuilt rudder.

Roger Bailey's troller *Norfin* was looking new and feeling solid after a complete planking and paint job.

Charles Merilla sported a trim new pilot house on his troller *Rauma.*

The Juneau harbor facilities have been improved along with the boats. New and better gangplanks and more of them. Lin Geiger said they are 17 feet longer than the old ones. Will lessen the grade a good deal, that extra 17 feet, when these Juneau tides of 20 feet and more go out.

Mr. and Mrs. John Winther are back from a California vacation. Theirs is the troller *Emma.*

Orin Addleman did a little man-transport job the past winter with his halibuter *Dolores J,* hauling a load of surveyors to a job in Wrangell Narrows.

Dick Christensen is the new owner of the troller *Defiance,* having purchased her from Frank Olson.

Likewise, E. C. Brandt has taken over as CO on the *Princess Pat,* also a troller. Brandt acquired the Princess from Fred Soberg.

Toris Ness, 50, Juneau fisherman, died suddenly March 29. A former miner, and after that a fisherman at Cordova, he had for the past few years been a troller near Juneau.

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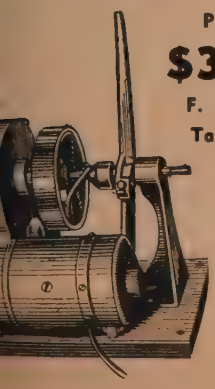

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ID-OCEAN COMMERCIAL TUNA
ONG-LINING TEST PROJECTED

mmercial testing of the possibil- of long-lining for tuna by Amer- vessels in the concentration of Yellowfin found in mid-Pacific north of the Equator is proposed e Pacific Oceanic Fishery Inves- ons for 1952, the P.O.F.I. indus- dvisory board was told in San cisco late in March by O. E. , director. Accompanying Mr. from Honolulu for the meeting Donald McKernan, new assistant tor and chief biologist.

visory committee members at- ng the meeting were: Chairman Wade Ambrose, Westgate-Sun or Company; T. F. Sandoz, Co- ia River Packers Association; ld Saxby, California Packing oration; Malcolm McNaughton, aiian Tuna Packers, Ltd.; Har- Cary, American Tunaboat Asso- n; John Real, Fishermen's Co- ative Association; William Kan- ui, Hawaiian Tuna Vessel Own- James Waugh, Cannery Workers n of the Pacific; Dr. R. C. Miller, ornia Academy of Sciences; Ver- L. Brock, Hawaiian Department sh and Game.

. Sette and Mr. McKernan out- the results of the P.O.F. Inves- ons in recent months in the fol- g points:

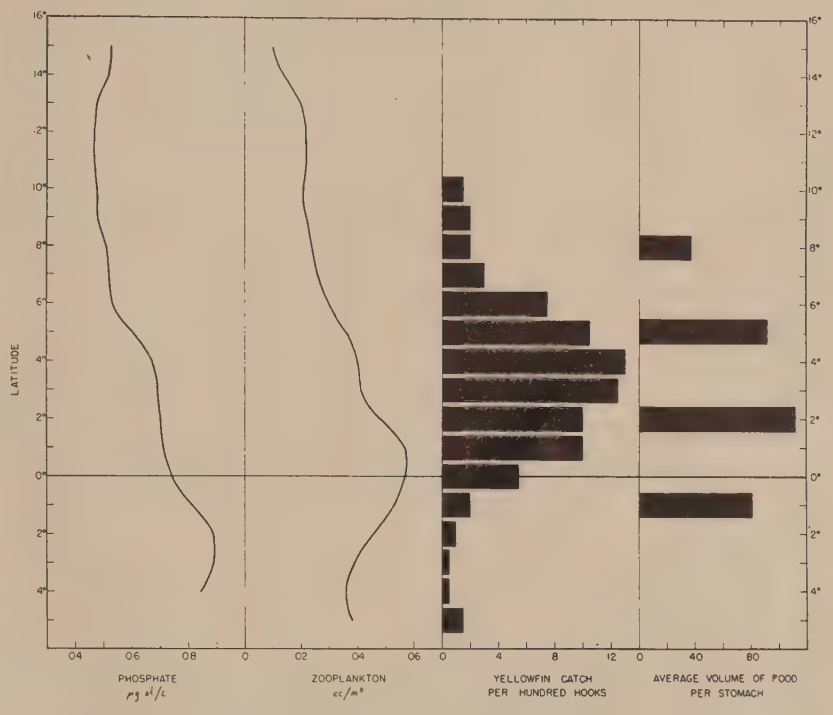
The equatorial concentration of , mature Yellowfin tuna is a uct of the current system. The nce of islands or land masses is ssential.

The concentration persists ghout the year but is enhanced SE trades extend north of the tor. This is the prevailent con- n during the nine months from to February.

Probably greater concentrations be found east of 150° W. longi- than west of this meridian.

Continuous gradation along the tor of Yellowfin body propor- suggests a continuous band of from Asia to America with slow incomplete mixing within this .

With long-lines fished between and 160° W. longitude in SE condition, POFI vessels caught wfin at 3½ times the average for post-war Japanese fishing in Trust Territories area. If our coast purse seine type vessel set 150 baskets of long-line gear



THE PRODUCTIVITY OF THE EQUATORIAL REGION

This four-part graph prepared by P.O.F.I. brings into relationship data relative to the high concentration of Yellowfin tuna which its researches have found in the region just north of the Equator. The horizontal line represents the Equator, with north latitude above it. Phosphate content is an index of enrichment of the waters and their ability to produce feed. Zooplankton is the "food of the feed". Difficulty in sampling the live feed of the tuna has not yet been overcome, but the right-hand column gives an indication. Effect of these factors in producing an extraordinary concentration of tuna in a band just above the Equator is shown in the catch graph column.

daily (as compared with 350 baskets for the Japanese 25-man vessels) the catch would be 128 tons of Yellowfin or 180 tons of all species, in 30 days fishing. The average of tuna seiners off Latin America last year was 95 tons of all species per trip.

6. Live bait stocks in the mid-Pacific islands are not sufficient for tuna clipper operations, but might support locally based small-scale sampan-type fishing.

7. Purse-seining without chumming is not successful in the central Pacific. With chumming it is technically successful but of questionable economic feasibility.

8. Gill-net catches of tuna in the Hawaiian area were almost negligible.

9. The Hawaiian area is slightly richer in plankton than the surrounding region in general but only one-half as rich as the equatorial convergence area. Between the summer fishing season and late fall there was a slight decrease in plankton richness. A four-year surface temperature record suggests success of fishing and length of fishing season accompanies high water temperatures.

10. Tuna in captivity displayed a positive feeding reaction toward clear extracts of tuna flesh.

11. In the equatorial region Yellowfin tuna become mature at a weight of about 40 lbs. and spawn the year around.

12. POFI maintained observers on Japanese tuna fishing expeditions and collected important Japanese literature on tuna. Many pertinent

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scientific papers and trade journal articles have been republished as translations.

A proposed program for P.O.F.I. was submitted to the advisory committee, receiving its full approval after the committee added one item. (No. 5 below.)

The approved program, closely briefed, follows:

To be pursued actively:

1. Continue the survey and investigation of equatorial Yellowfin stocks south of the Hawaiian archipelago and eastward to about 120° west longitude in relation to features of the equatorial current system.

2. Continue studies of Skipjack in the Hawaiian archipelago with emphasis on off-season whereabouts of Skipjack. Possibilities for sampan live-bait fisheries along the Leeward Islands to be considered and if feasible survey work to be undertaken on bait supplies and adjacent tuna supplies.

3. Continue tuna reaction studies as bearing on live-bait substitutes.

4. By charter arrangement, determine productivity on a commercial basis of equatorial long-line fishing by a vessel operating on share basis.

Cavalieri, for many years a well known purse seiner out of San Francisco, and later Southern California ports, and formerly owned by Vince Cardinalli, has been chartered to the U.S. Fish & Wild Life Service for the long-line tuna fishing experiments.

As opportunity affords:

5. Investigate possible open-ocean sources of live bait.

6. Consider, devise, and employ instrumental or other means to discover stocks of Skipjack and small Yellowfin, as surface schools or beneath the surface or in other states of aggregation.

7. Investigate means of improving long-line catches by:

(a) Increasing knowledge on depths to reach with hooks to get maximum catches.

(b) Gear and gear handling improvement. (To be undertaken if industry development does not follow the demonstration planned as Item 4.)

To be held in indefinite abeyance:

8. Investigation of equatorial regions west of 180°. Full understanding of the eastern segment of the trans-Pacific stock of tuna will necessitate eventual study of the western segment; but in view of the promising results the greater likelihood of early commercial use east of 180° we suggest present concentration of work here and deferment of work west of 180°.

The students come from afar to the technological division of the Univers of Washington School of Fisheries. Here is the 1952 graduating class Fisheries Technology. Standing, left to right — Mel Vega, Philipp Islands; Richard Odan, Hawaii; Mits Shimada, Seattle; Arne Madsen, attle; Monirul Islam, East Pakistan; Yuji Seki, Japan; Soko Gushiken, C nawa; Alejandro Bermejo, Peru. Seated — James Braymer, Seattle; Way Hegeberg, Seattle; Arni Olafsson, Iceland; John Worthington, Cape C Mass.

B.C. Fishermen Seek International Control Over Fraser's Pink Salmon

Commercial fishermen of British Columbia are asking that the Fraser River Pink salmon fishery be placed under control similar to that which has been applied to Sockeye through the authority of the International Pacific Salmon Fisheries Commission.

The Fraser River Pink question has become a recurrent issue, especially in recent years, resulting from a gradual decline in the catch both in Canadian and U. S. waters. The fact that the Canadian share of the catch has invariably been less than the American probably accounts for the attitude of British Columbia fishermen, who dealt with the matter at the recent annual meeting of the United Fishermen and Allied Workers Union and passed resolutions seeking action through the appropriate authorities. British Columbia salmon packers have not yet declared themselves on this issue officially.

According to statistics presented to the fishermen by Chief Supervisor of Fisheries A. J. Whitmore in Vancouver, B. C., the total catch of Fraser River Pink salmon in the last three cycle years was as follows: 1947—Canadian, 3,500,000; U. S., 9,015,375; total, 12,515,375; 1949—Canadian, 3,300,000; U. S., 7,455,411; total, 10,755,411; 1951—Canadian, 2,887,000; U. S., 4,977,000; total, 7,864,000. These figures indicate a gradual decline in catch both for the whole inter tional fishery and for both Canad and American fishermen.

Because of dual participation the two countries, this run is subject to the undivided control conservation purposes that otherw would exist. The difficulty in this spect has been referred to in previ reports. Notwithstanding that 1951 return was definitely less t in 1949, by special conservation m ures applied on the Fraser, requir a four-day fishing closure each w for two weeks and a five-day fish closure in each of the next two we at the height of the run, an esca ment for spawning purposes ab equal to that of the brood year secured. Of significant importa is the fact that several thousands Pinks succeeded in passing throu Hell's Gate Canyon beyond wh there had been no appreciable mig tion by this species for many ye This development no doubt ste from the existence of the newly c structed fishways.

Charles Wuori, former owner operator of the dragger *Stampede* has recently returned to his ho in Astoria after a siege of three we at the Marine Hospital in Seat where he underwent an operation his knee.

n Diego—
ropic Hurricane
ammers Clipper
Espirito Santo"

uel Rosa's "Lucky Lucy," the us *Lusitania* ran into a spell of uck last month when a sea cock ething gave way and she prac- sank at the dock. She was to San Diego Marine's floating k for drying out . . . . *Joe Alves Mary E. Petrich* brought back orse from far south which was ne foot long. It was caught in t net. "Biggest one I ever saw," apt. *Henry Olsen* of Van Camp Joe *Machado* arrived with the o *Santo* recently with hull bat- and bait canopy torn as result ut with a hurricane in the Gulf auntepec. Lucky he didn't have ne aboard on that trip . . . . e *Soares* of the *Judy S* and *Joe* of the *Explorer* both took op- ity of the recent lay-up to have clippers' refrigeration system etely recoiled by Baker, ac- cording to *Ben Duncan* . . . . *Lou Brito* sailed on his *Southern Pacific* after his *South Pacific* was badly damaged by fire in San Diego Harbor . . . . *Pete Szalinski,* owner of the *Mariner,* has installed a Bendix 200′ depth recorder in his tune tender. Shepherd Marine supplied the equipment. *Johnny Tasso* of the *White Star* also equipped his power dory . . . . *Sonia* went into Harbor Boat & Yacht and was bottom-painted with Woolsey's copper . . . . *Chris Rasmussen* was in that yard for new set of condensers for *Manuel Rosa's Portuguesa* . . . . A tribute to this yard, which is managed by *Dave Carston,* was paid by *Bob Richards,* chief engineer of the new *Helen S.* Of her maiden trip he said, "I just went for the ride. The machinery performed so well the clipper didn't need a chief — just an operator!" She unloaded 250 tons at Caltuna . . . . *Southern Queen* just installed a C02 fire system, five cylinders, manual control. *Johnny Rippo* is skipper . . . . *Walker Atwell,* who recently bought out *Pete Bullen* and consolidated the two stores of Atwell Supply Company and Drake & Bullen, has sold an 18′ Western Fairliner for the power tender on *Angelo Castagnola's Sun Queen.* Power is a Chrysler Crown, direct drive . . . . *Steve Zolezzi* has put a Universal Four, 25-hp. 4 cyl. in the power tender of his *Marie Louise.* Shepherd at San Diego did the installation . . . . *Erwin Blocker* has put in a Freeman Marine Pilot in the *La Playa* . . . . *Vincent T. Rose,* engineer on the *Sherry Ann,* was recently flown to Panama from Cape Mala by USCG plane; suspected appendicitis . . . . *Anthony Madruga,* assistant to *General Manager Harold Cary* of the ATA, was in Panama last month. Harold himself came back from another of his numerous trips to Washington, D.C. . . . . *Ted Lucich,* who recently deserted the purse seine ranks as owner of a converted tuna clipper *Defiance,* was in Harbor Boat & Yacht. The clipper was sandblasted then given a coating of American Marine hot plastic . . . . "Silvap" evaporators, for making fresh water, first developed by that master mechanic and tuna clipper skipper-engineer, *Capt. Guy Silva* of the *Emma R.S.,* and given to his son *Gray* and partner, *Bob Mason,* who run Diesel Technical Service, have been put into a number of clippers including *Westgate, Mary Jo, Columbus, Equator* and *Ecuador, Conte de Savoia, Monarch, May Queen,* etc. The watermakers produce as high or higher than 100 gallons per day

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Newport—Shrimp Prospecting Resumed Off Oregon

The Fish Commission of Oregon has resumed its shrimp beds explorations, with Gordon White's *Destiny* doing the dragging. They expect to work from Newport to the California line. Last year they found beds, in commercial quantities, from Astoria down to Newport. Local fishermen are not exhibiting much interest in shrimp fishing at this time, there not being too many boats that could be readily equipped for that type of fishing, or suitable for it.

These explorations will be continued by the *NEL-Ron-DIC* out of Coos Bay to the California line, where a shrimp season started April 1.

Emmett Smith has sold his 50′ troller *Donna* to Harry Howard of Trinidad, who will take her down to Eureka for the installation of a new Jimmy and a flying bridge. Phil Buzzard's *Ethel S,* skippered by Warren Harrison was on the Wade & Chamberlain ways for full repairs and installation of an echo depth finder.

Dick Pitts has brought Speed Hall's dragger *Margaret E,* back to Newport after being completely outfitted as a dragger in Astoria.

Among the few boats that have managed, since the season opened, to get out of here and head for the fishing off the Columbia, was Neal Bush and his *Svea.* It was a rough passage over the bar where he took a vicious big one which broke the glass in his wheel house giving him a cut eye. He made it into Depoe Bay, where he was met by Mrs. Bush with some glass and repairs were made an proceeded on toward Astoria, companied by Oscar Kantola an *Bounty,* which had previously compelled to put in at Depoe Crabbers are bringing in large, looking crabs but complain that are only running about 10 to a p

---

A whale was seen spouting i bay on April Fool's Day, off th quina Bay Fish Company's plant that's no joke.

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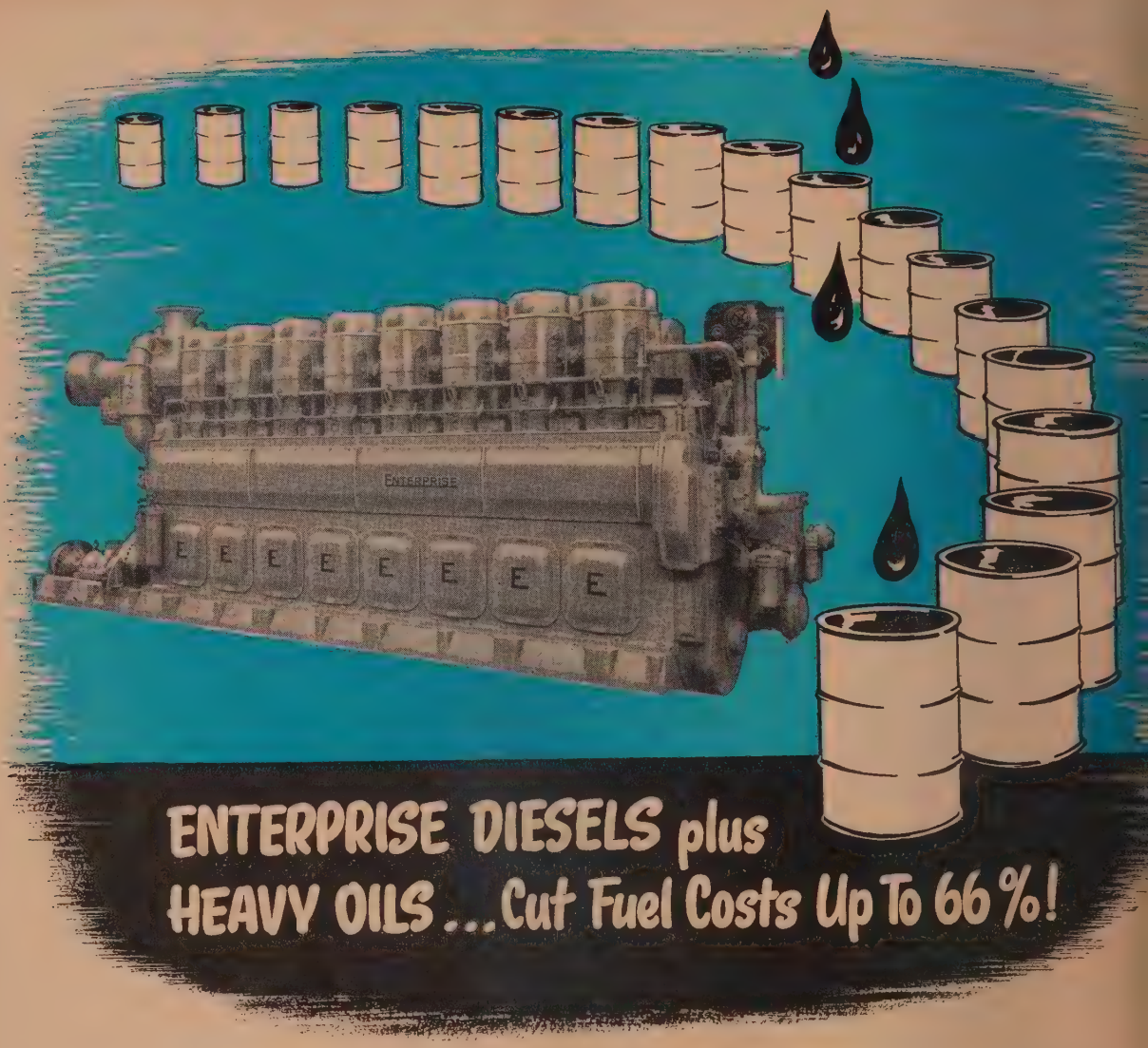

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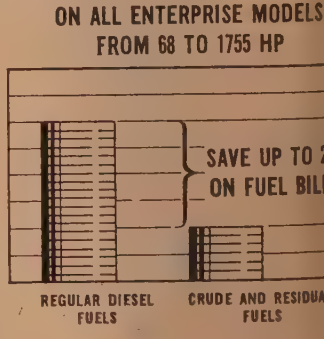

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nterey Seine Group uces Activities

e Monterey Purse Seine Associ-, 28-year old boat owners organ-n representing purse seine fleet at area, closed the doors of its on Fishermen's Wharf, Monte-ast month, and will remain dor-, at least until July, 1952.

race Mercurio, veteran fisher-boat owner, and manager of the has resigned his position and levote his full time to his insur-and boat brokerage business.

s. Grace Bevan, bookkeeper for rganization, has been released these duties, but her services have been retained by the Net Drying Co., an organization composed of most of the boat owners who will take over the office.

The association will be "held in abeyance," Mr. Mercurio said, but meetings may be called from time to time if business warrants.

The reason for closing, the association announced, is to reduce expenses. The sardine fishing industry has suffered a severe depression after three seasons of poor catches.

The association started out as the Monterey Fishermen's Association in 1923 with Peter Ferrante, first president. It changed its name to the Monterey Sardine Industries in 1930 and to the Monterey Purse Seine Association in 1948.

In 1945 members of the organization purchased 65 acres in Josselyn Canyon for tarring and drying nets and formed the Net Drying Co.

The association in a meeting last month decided to retain its title and elected incumbent officers for a third term. They are: Franke Cardinale, president; Sal Genovese, vice-president; Horace Balbo, secretary; and John G. Spadaro, treasurer.

Directors are: Erasimo Aiello, John Mineo, Sam Lonero, Joseph A. Ferrante, and Joseph Giamona.

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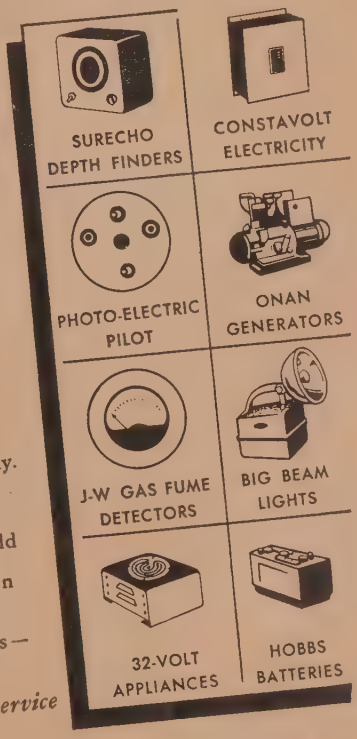

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reka—
Trollers Get Set
For New Limits

rly April found Eureka fisher- and operators looking forward e scheduled opening of the 1952 on season, May 1. Indications that the start of the season d find at least 100 boats oper- out of Humboldt Bay, with s basing at Crescent City, Trini- and other points. This number expected to increase as the sea- dvances and the catch warrants. rine Warden Walter Gray, of the rnia Fish and Game Patrol, d the opinion that more boats Oregon and Washington points d be joining the northern Cali- a fleet this season. He warned, hat incoming craft are required gister under California laws.

w rules also have been an- ced for the coming season. Sil- to be taken in commercial quan- must be not less than 25" long Chinooks not less than 26". Salm- nder these limits must be re- d immediately to the water, and n boats are required to be ped with nets and scoops for this se. Strict penalties are posted olations.

Eureka, both operators and fish- n were hopeful that the 1952 sea- ill be more profitable than the ew seasons, which fell far short andards established in earlier . Last season, in fact, was one of oorest on record in the salmon with no major runs developing e north coast and catches re- ng spotty throughout the sum-

---

spite intermittent periods of weather crab fishermen out of oldt Bay chalked up a good n during March, with a total of than a half million pounds de- d at Eureka and Fields Landing .

erations were relatively active start of the period, slumped off d-month and then closed on a ote at the close. Prices ranged 14 cents to 16 cents, with the r figure prevailing at the end of onth.

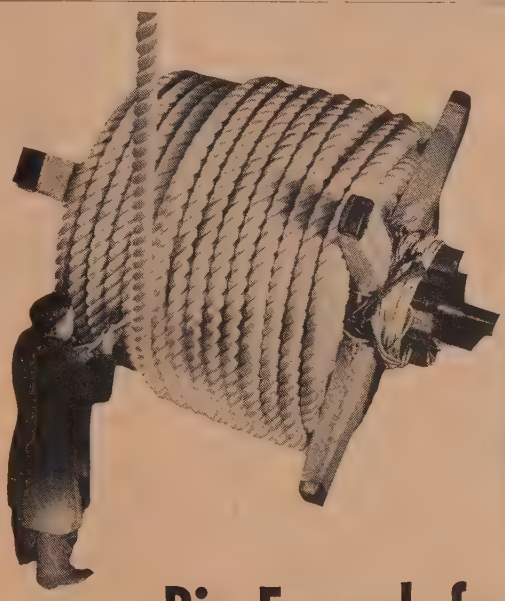
h weather consistently improv- both fishermen and operators looking for a big month in April, a good outlook for the season as le. Some crab fishermen, how- ever, were planning to convert to salmon operations about May 1, when the latter season opens on the northern California coast.

Burglars raided the office of the Theo Weissich Fish Company at Eureka recently and made off with $25 in cash. William Wax, company employee, found the lock pried off the rear door when he arrived in the morning

---

Dragboat operations out of Humboldt Bay and other northern California points held well up to average for this time of year during March, with boats delivering regularly at Eureka and other ports. Sole, as usual, led the list of species, with petralle ranking high during most of the period. Rock cod topped the list in that bracket with ling cod ranking second.

First woman fisherman to officially register at the port of Eureka is Eva M. Ferber, who has signed on as a crew member with her husband, Francis C. Ferber aboard the troller *Patricia*. The Ferbers make their home at Arcata, on Humboldt Bay, when on shore, but tie up at the Small Boat Basin at Eureka. The *Patricia* currently is fishing crab but will convert to salmon later in the season.



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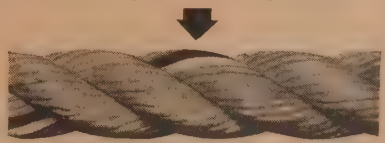

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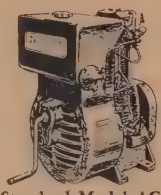
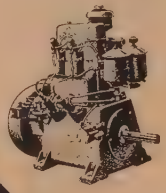
The Kettenburg-built jig boat, "Pamela Sue," uses a Hallett Diesel as an auxiliary motor. Steve Prodanovich, owner, states that the motor has been in constant use for more than 4 years and has never required a major repair during this period.

For information about Hallett Diesel Marine Engines, Auxiliary Engines, Diesel Electric Generating Sets, and Diesel Pumping Plants, see your nearest distributor or write to . . .



Standard Model AC-1, 5 H. P., Air-cooled Diesel Engine

Hallett 1-cylinder, 8 H. P., Water-cooled Diesel



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WATER STREET KETCHIKAN, ALASKA

ro Bay Fishermen
x Port Improvements

e county planning commission of o Bay is recommending no more s be made on the waterfront un- equate moorage for commercial g boats is provided. This is in d with the request of the newly ized Morro Bay Commercial rmens Association. "One look hat happened to several of the during a recent storm simply se of the lack of permanent ge in Morro Bay should con- even the most adamant that we need at the waterfront is a program designed to encourage not discourage, boats from staying here," said L. R. West, harbor committee chairman.

Construction of a sea wall outside the present line of rock fill to insure deep water at all times, regardless of tides, was suggested as an improvement plan for the future of the Morro Bay Harbor.

Fishermen Are Rescued From Lost Vessels

Skipper Tony Narinkovich of the net boat *New Admiral* rescued the crew of the bait boat *Nina Phyllis* when that vessel sank off Lower California the first week of April.

The *New Admiral* brought the crew to San Martin Island where the fishing boat *Catherine* picked them up for return to home port of San Diego.

Another fishing boat, this time the clipper *North America*, came to the rescue of the crew of the *Morning Star*, which also sank off Lower California the first week of April.

Captain Noel Franklin, Eureka, has recently had his big dragger *Andrew Jackson* up on the marine ways at Fields Landing for bottom painting and other treatment.

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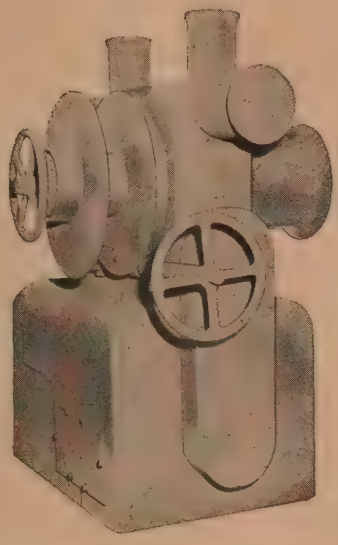

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The enthusiasm of Capt. Paul Lynn of the M/V CAPE BEVERLY for the Sperry Magnetic Compass Pilot is based on rugged experience. In her year and a half of fishing, he has made numerous trips with the pilot.

Capt. Lynn says, "For my money, there isn't another pilot on the market that will do the job like my Sperry Magnetic."

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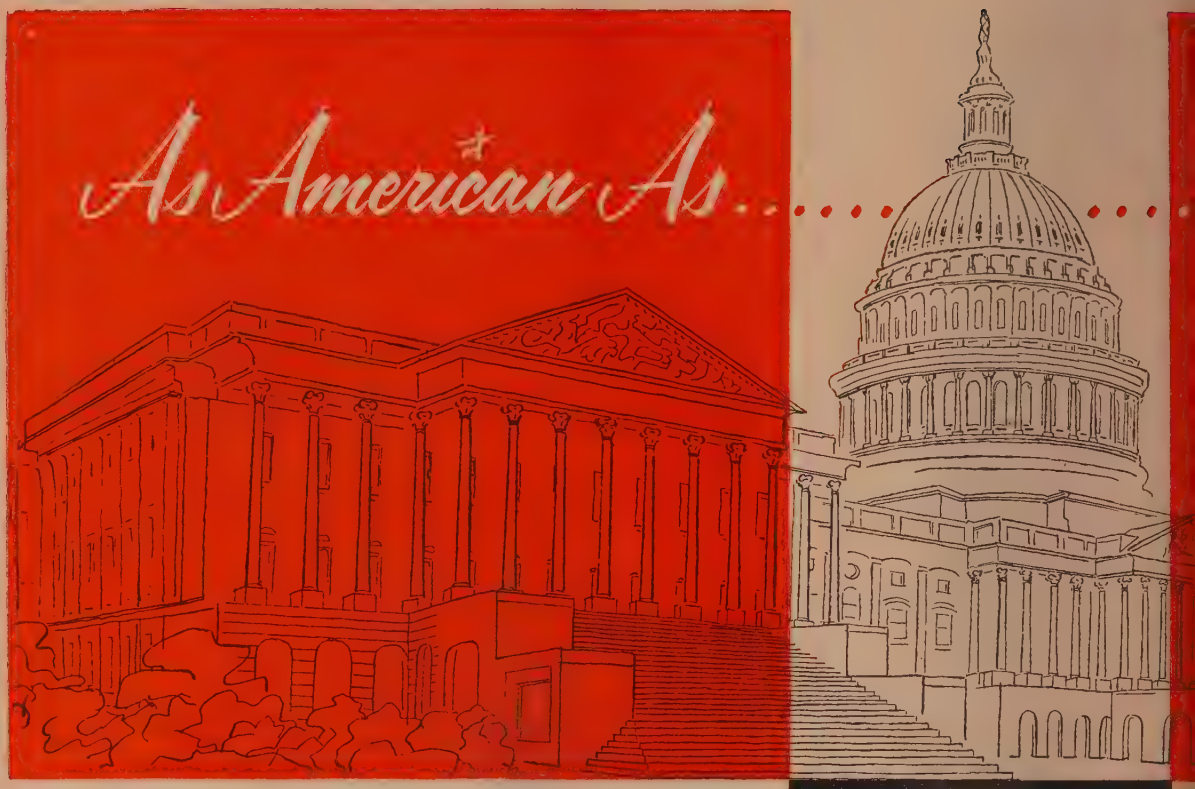

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l Fish Operators ng "Summer Prices"

tle trawl fish filleters were feele bite of reduced orders and ompetition at presstime and alking "summer prices" with eets.

ension of Army buying, for ne being at least, through a on the fillet business, and Seatces, running 1c to 2c above paid at coastal points, made tition for civilian business diffideed.

tle reports said that Newport, trawl prices in April were: , 8c; English sole, 5½c; Dover c; Ocean Perch, 4c, and rock-2c.

ria prices were reported as folpetrale sole, 10c; English sole, ean Perch, 5c, and rockfish, 5c. lition, Astoria was said to be ing to go on a "summer price" ile.

n Pedro—

tchman on Duty r Fire Prevention

th Queen, captained by Andy was damaged by fire recently docked at Berth 73, San Pedro. being repaired at Harbor Boat ng Company. Most of the fire ge was to frames and interior ures. Only replacement of ma-y required was that of two ice machines: 4-cylinder 3½x nits.

---

*ermen's Cooperative Associa-*llowing several disastrous fires ning boats at Berth 73, has put t watchman to work from sun- sunrise to patrol the boats. Real, manager of the Coopera-

tive, reported that for almost 20 years previous to recent fires, there had been no conflagrations of any consequence at the docks where the purse seiners are customarily tied.

Betsy Ross was completely recoiled by Baker Refrigeration service before beginning the tuna season. So was the *Recruit.* The *American Rose* received a new Baker condenser. *Commander* was also re-coiled.

J. D. Martinolich and *Western Pacific* recently received bottom paint jobs of Triple C at Harbor Boat Building Co. . . . This yard launched the first of its two minesweepers under construction by government order in April. . . . Ace Phillips will skipper the *Aletta B* which Borti Petrich bought recently in the Northwest. . . . Borti is presently fishing on the *Stranger* in Mexican waters. . . . Adolph Larson reports that his new purse seiner, GM powered, is nearing completion at the Larson yard on Terminal Island. . . .

Sea Pride, Andy Tipich's purse seiner, had an overhaul of her turntable and mechanism in late March. Harbor Boat Building did the job. The same yard also put a new 5⅛ Monel shaft on the *Ronnie M.* . . . The seiner *Western Pacific* is scheduled to be based at Panama for the tuna season, as is the tuna clipper *Magellan* which was purchased, it is reported, by George Alameda and associates. . . . The purse seiner *Oakland,* George Felando, is testing a "sonar" echo-sounder which has been developed by several Southern California men. . . . Pete Vitalicy was injured recently while fishing on the *Vittoria,* fracturing his left hip in a fall on deck. . . . The daughter of Mr. and Mrs. Jack Tomich, Winifred, became the bride of *Rudolph Svorinich,* son of Mr. and Mrs. Joseph Svorinich, San Pedro residents. On their honeymoon the couple toured California, Oregon and Washington.

Boat Lost by Fire Off Crescent City

Principal in a previous near disaster earlier in the year, the fishing boat *R. Louise Emery* burned and sank at Crescent City during early March while entering the harbor.

W. B. Miles, the skipper, and his crewman, Thomas Stratton, were taken aboard the *Jeannette Ray* and taken to port. Miles said the fire followed an explosion aboard the boat.

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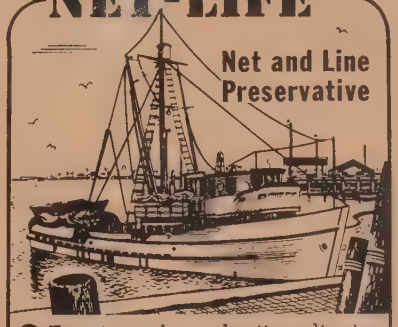

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Moss Landing— High Winds Greet First-Time Visitors

A first-time visitor in Moss Landing Harbor is Ted Bean on his *Coho II*. After being assured that the port was safe for small boats at all times, Ted must have been dubious when a day or two after his arrival one of the heaviest winds recorded hit Moss Landing in full force. It broke the stern lines of the *Cresta Blanca* and *Cordova*, owned by Hovden Food Products. These vessels swung crazily about in the slough, but the only damage done was a crushed railing on the boat *Roberta*.

Bob Nygaard of the *Silver* and "Rebel" Martin of the *Betty M.* have signed on as A. B.'s in the Merchant Marine and made a couple of trips to the East Coast. They are good friends but neither knew what the other was doing until they met unexpectedly in Philadelphia.

Another fisherman who has had a busy winter is Fred Sandness of the *Lincoln*. He turned from the sea to land and has been doing landscaping work at Fort Ord.

Alex Ogren of the *Jay-Cee* has moved his family down from Aberdeen, Wash. to Watsonville, Calif. so he can be near his boat moored in Moss Landing.

Oscar Knudsen on his boat *Lancing*, was in Moss Landing briefly on his way to Seattle. There he will join Helmer Borge on the *Lincoln* to halibut in Alaska. Also joining halibut fleet was "Bong" Johnson the *Alert*.

Curtt Olson of the *Sonja* dese the ranks of bachelor fishermen w he was married recently to Helen Heyenga in San Diego. U his boat for a moving van, Curtt ferrying his household furnit north to Seattle and stopped ove Moss Landing for a night. Mrs. O will join him up there and bec asquainted with her new in-laws. *Sonja's* skipper plans to install a winch in Seattle.

The well known Monterey p seiner *C. R. Martinolich*, owned Vince Cefalu and partners, has purchased by William Diamond, S tle, and will be used as a cannery der.

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WE HAVE TWO 32' MONKEY BOATS TO SELL

Our price—$6,000 for the pair. Chrysler Royal engines. New in 1949. One in good shape; one in fair shape. A bargain at the price. Must be purchased together.

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A SPECIAL BUY!

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New 1948 Chrysler 115-HP. Engine
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110' Refrigerated Packer, 2 General Motors Diesels Model 268A, 500 HP each, 2 General Motors Diesel driven Generators, 20 KW each.Carrier & York Freon Refrigeration Units. 75 Watt RCA Radio Telephone. Vessel is well equipped and in commission. A buy at.....$27,500

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1—Swenson triple effect Stickwater Evaporator, with copper horizontal tubes, total heating surface 1320 sq. ft. Including connecting piping, condenser, pumps, supporting steel, etc.

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1—6' x 50' Louisville Rotary Steam Tube Dryer.

1—Davenport No. 3A Dewaterer.

2—5' x 40' direct heat Rotary Dryers.

1—Bartlet & Snow 10' dia. x 4' deep, jacketed, agitated Kettle, Sweep Agitator, side door discharge, 140 lb. Steam.

3—9800 Gal. horizontal S/S lined Tanks, jacketed for cooling and heating and agitated.

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salmon seiner power
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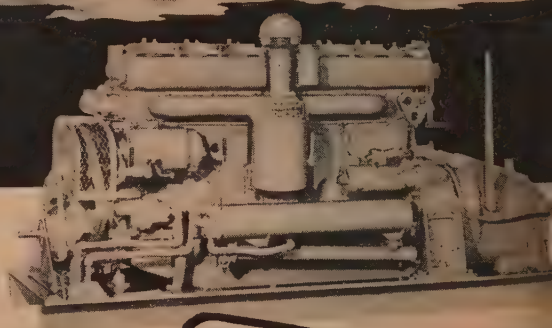

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THIS MUCH WE KNOW

ta Bearing on the Fraser Sockeye Run This Year

tific analysis of escapement awning conditions of the pre- ycle indicates that the Sock- nery of the Fraser River this ill have the advantage of sev- stinctly favorable conditions, industry has reason to regard spects for the coming season nsiderable optimism.

ugh the co-operation of Loyd al, director of the Internation- fic Salmon Fisheries Commis- *acific Fisherman* was enabled ar to present to its readers s to questions being asked at ne concerning the possibilities Sockeye resource in 1951. ns bearing on various signifi- pects of the fishery, such as minance and peaks, physical on of the spawners and spawn- as, water flow and prevalence s, were submitted to Mr. Royal each of them he furnished a based on the statistical and actual data developed by the ssion. The presentation repre- probably the first attempt to re-season survey of the Fraser Sockeye resource, based on shed biological knowledge.

ntists are the first to admit the derable elements that control ct the season-to-season varia- n fishery abundance. More ne layman they are in a posi- appreciate all the possibilities scalculation when attempting cast the performance of a nat- source. In answering *Pacific man's* questionnaire last year yal offered no predictions, nor e do so in a similar treatment subpect this year. But with rnal he believes that the facts th presented are of real inter- everyone concerned with the River Sockeye fishery, and ey may prove useful to the in- in its preparations for the season. Even making allow- r some conditions that cannot eseen at this time, the facts speak for themselves. Using facts, the fisherman and oper- ay draw their own conclusions. , then, are the questions, with yal's answers:

International Pacific Salmon Fisheries Commission, charged with the rehabilitation of the Fraser River Sockeye salmon resource, charts its program for 1952, and says a grateful farewell to Edward W. Allen, who was attending his last meeting after serving as a commissioner since the inception of the Fraser River enterprise. In the front row, from the left, Olaf Hanson, Canada; Mr. Allen; Senator Thomas Reid, Canada, retiring chairman; A. M. Day, United States. Robert J. Schoettler, new chairman, stands at the left of the rear row; with A. J. Whitmore, Canada, commission secretary; and Elton B. Jones, who succeeded Mr. Allen.

Question—What is the normal pack of Fraser River Sockeye on the 1952 cycle?

Answer—Since 1913 the total pack of Canada and the United States has ranged between 90,000 and 153,000 full cases with the exception of the year 1936 when 244,000 cases were obtained. The pack in 1948 was 153,000 cases and the average for the *nine* preceding cycles is *138,741.*

* * *

Question — What spawning areas on the basis of escapement are the major contributors to the 1952 run of Sockeye?

Answer—Chilko, Birkenhead and Pitt Rivers in the order named. Chilko had 670,000 Sockeye on the spawning ground in 1948, the largest estimated escapement to this system since 1909. It is almost a certainty that the size of the total 1952 run depends to a large extent on the *productivity* of the Chilko escapement in 1948. Birkenhead had 84,000 normal adults in1948, while Pitt River, which produces both four and five-year-old Sockeye had 90,000 in 1947 and 53,000 in 1948, two the largest escapements ever recorded for this spawning system.

* * *

Question—At what times do these runs appear in the fishery in the greatest number?

Answer—The greatest share of the catch on previous cycles has been made between July 27 and August 10 in U. S. waters, although the catches dropped to small numbers after August 5 in 1936 and 1944. Peak catches in Canada average two or three days later than in U. S. There has never been a late August run of any importance in recent years of this cycle.

The approximate times of peak passage for the various races in the U. S. fishery are:

Early Stuart—June 30 to July 6.
Bowron-Early Nechako—July 14 to 20.

Pitt River—July 20 to August 1.
Chilko River—July 28 to August 5.
Raft, Seymour, Silver Creek, Late Stuart—July 25 to August 10.
Birkenhead, Stellako — After August 5.
Adams and Lower River—August 18 to 27.

* * *

Question — Did the spawning escapements of 1948 encounter serious delay in reaching their spawning grounds?

Answer—No delays were noted at any time during the upstream migration of the spawning escapements.

* * *

Question — Were physical conditions, such as water temperature, water level, stream flow and availability of spawning gravels favorable for spawning in 1948?

Answer—All physical factors effecting spawning were generally normal, although winter water levels over the spawning grounds of the Upper Fraser were slightly below normal. This resulted in the drying of the nests of over 20 per cent of the spawners at Chilko. Flood control work on the Birkenhead River forced a large percentage of the 1948 escapement to spawn in an area not normally utilized so extensively.

* * *

Question—Did the 1948 spawners arrive on the spawning grounds in good condition?

Answer—Field observers reported that all spawning escapements arrived in excellent condition.

* * *

Question — Were observed conditions during the freshwater period in the life of the 1948 brood favorable or unfavorable? If different conditions prevailed with respect to the several principal races making up the population of that year, please rate each of the major races.

Answer—No abnormal conditions were noted, although the influence of all factors of freshwater environment on the survival of seaward migrants has not been measured.

* * *

Question—Are there any data by which the number of downstream migrants from 1948 spawning may be indicated, on a relative if not a quantitative basis?

Answer—A very large fry emergence was observed at Chilko in the spring of 1949 and an attempt was made to enumerate the seaward migration of yearlings surviving from the 1948 spawning. Since a biologist almost lost his life in attempting to reach Chilko Lake the enumeration program was abandoned until 1951 when Indian sleighs were made available for reaching the area.

* * *

Question—What data are available as to the number of "Jacks" observed in 1951 on the spawning grounds to which the components of the 1952 run are destined?

	1947 Jacks	1948 Adults	1951 Jacks
Early Stuart	10	12,000	610
Chilko	4,950	670,000	18,000
Pitt	Does not produce jacks.		
Birkenhead	36,240	84,000	14,324

It is important to note that the number of jacks does not always indicate the size of the racial run for the following year. The Adams River run in 1951 was preceded by twice as many jacks as the run in 1950, yet the 1950 run was many times the larger of the two. There is also a highly variable relationship between the number of jacks and the nu of four-year-olds from year to The 1951 run to Chilko estima 500,000 adults was preceded by jacks, while the 1948 run esti at 1,912,000 adults was preced only 4,950 jacks.

In spite of this individual va ity, there is a relationship sho most cases observed by the Co sion over a period of 13 years failure of the Chilko run in 194 1949 was revealed by the small ber of jacks observed on the s ing grounds during the prec years. The serious decline i 1950 Adams River run was lik correlated with a very small jac

The 1951 run of jacks to B head is considered above av the number at Chilko extr large and the number at St and Early Stuart good. The nu elsewhere is low, although Pitt and Bowron produce few if any at any time.

Duty-Free Japanese Tuna From Trust Isles?

Possibility that duty-free tuna of Japanese capture and canning may ere long be entering the United States is seen in legislative proposals for the Trust Territories. Bills now before Congress would admit duty-free any products of the Trust Territories. At the same time, there would be no stricture upon Japanese establishing tuna canneries there—to which Japanese fishing vessels could deliver tuna for canning and shipment to the United States free of any duty whatsoever.

Pacific Fish Technologists Elect Armstrong President

The Pacific Fisheries Technologists' president of 1952-53 is Norman Armstrong of the British Columbia Packers, Ltd., Vancouver, who was elected at the close of the three-day annual meeting in Seattle late in March.

W. H. Lautz was elected secretary-treasurer, and regional directors were chosen as follows: *Alaska,* Clarence Carlson; *British Columbia,* C. R. Elsey; *Washington,* Ralph Berglund; *Oregon,* Duncan Law; *California,* W. S. Hamm; *Hawaii,* Fred Jerman.

B.C. Salmon Protection From Dams Critical

Fisheries interests in Canada are still hoping to work out a plan with Aluminum Co. of Canada whereby the big waterpower developmen proceeding in northwestern B Columbia will cause minimum ference with the area's salmo sources

No definite commitment re ing construction of fishways has made by the company so fa negotiations are continuing wi Canadian department of fisheri tually, the most serious threat salmon is not the difficulties created for the passage of the f and from spawning areas, as i case of Hell's Gate on the F River, but the changes in s level and water temperature the dam project will cause.

Deal For Pt. Roberts Opposed by Americans

Hints that Canada — or at some elements in British Colum would like to make a deal for Roberts, by purchase, lease or brought nothing but opposition informed persons in the Sta Washington.

The proposal has been report cently in British Columbia pap part of a planning board progra

Robert J. Schoettler, Washi director of fisheries, declared th department would oppose any which would cost Americans f rights in the vicinty of Point Ro and this position was also tak others connected with the fis and recreational developme Washington waters.

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Cold Storage also has a custom
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ns at Steveston, Victoria, Namu
rince Rupert. In the filleting of
reatment less extensively, al-
h the tendency is upward.

purpose of ascorbic acid dip-
s, of course, to reduce deteriora-
stored frozen fish and to retain
iginal color. Broadly speaking,
are three general changes which
sponsible for deterioration, ac-
cording to Dr. H. L. A. Tarr, of the Fisheries Experimental Station, Vancouver, B.C., who has been active in the experimental use of ascorbic acid since 1945 and has been in charge of most of the research work carried out along that line.

These changes are: 1. Bacteriological spoilage of unfrozen fish; 2. Irreversible alteration (denaturation) of one of the most important proteins (myosin) of the flesh, which is particularly in evidence in frozen fish stored at too high a temperature; and 3. Rancidity, resulting from oxidation of the fat.

"Most plant operators probably wonder how they managed to get along without ascorbic acid," stated P. A. Sunderland, technical superintendent at B.C. Packers' big Imperial plant at Steveston. "Speaking for our own operation, we are entirely satisfied with the treatment and if there are to be any improvements in the process they will probably be along the lines of increased mechanization."

B.C. Packers, incidentally, has gone farther than any other British Columbia company in mechanizing the ascorbic dip process. This organization first used ascorbic acid in the spring of 1949, applying it to smelt at first, and gradually extending its use to salmon. At that time ascorbic acid treatment was still regarded as more or less experimental, but the success achieved in 1949 encouraged B.C. Packers to expand its dipping operations and this antioxidant has been used continuously since then. In 1950, leaner types of fish were put through the acid dip—lingcod, grey cod, sole and "brill" as well as salmon — mostly Blueback and Coho — and halibut.

At first the users of ascorbic acid employed crude equipment for the dipping operation, but by trial and error they devised a tank that provides for uniform and expeditious processing.

The procedure is no longer complicated and has become a more or less automatic mechanical operation. It's just a matter of mixing so much of the acid with so much water, placing

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ution in a tank and then in-
ting the tank as a part of the
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ably the real pioneer in the
rcial use of ascorbic acid in

British Columbia's fishing industry was Fishermen's Co-operative Federation in Vancouver, about three years ago, but the methods used then were comparatively primitive and only a small volume of the pack was put through the process.

"At first we merely put 15 to 20 pounds of fillets in a wire basket and dipped it into a tank of the acid," recalls Gordon Crane, plant manager, "but the procedure didn't last long. We incorporated a good many improvements in the system from time to time, and for the past year the operation has been virtually 100 per cent mechanical."

The Fishermen's Co-operative has duplicated the Vancouver apparatus at the Prince Rupert plant, but at both places only salmon is dipped—mostly Chums and Coho.

hrimpers Wait For "George"

ough the California ocean season opened April 1, allow-rimp trawling in California's for the first time, fishermen howing no particular enthusi-r the deal and as of April 7, *Fisherman* could find but two rancisco fishermen who had ly rigged up ready to go, and orts of shrimping operations t hand.

Eva U., Paul Wedel, skipper, up and went out, but no s were reported; and the *Lib-*hn Lampi, skipper, also rigged whether she went out or not nknown at press time. Both fish out of Bodega Bay for th Fish Co.

nty-seven fishermen had taken rmits to fish for shrimp, but ew had actually laid out the for shrimp trawls. It appeared *ific Fisherman* and other ob-s that each fisherman was wait-"George" to go out and see he catches were like and what ce would be before he invested mping gear himself.

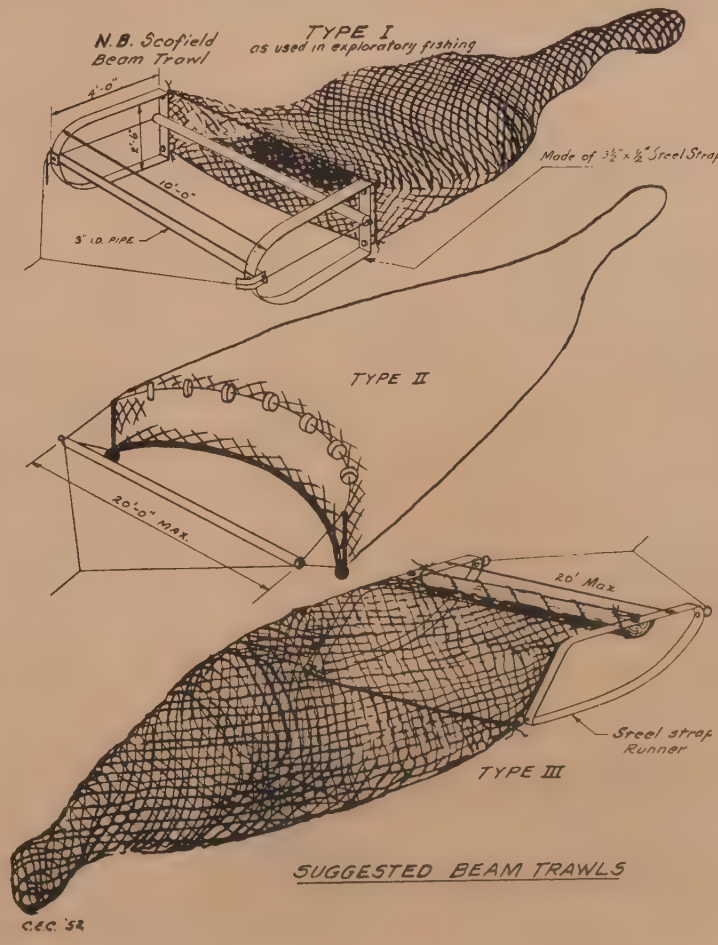
27 permittees are as follows: *comber*, Vernon Gingrich, Bo-ay; *Two Bros.*, Francesco Gril-ific Grove; *Nick's Cove*, Felix ch, Marshall; *Liberty*, John Bodega Bay; another *Liberty*, e skippered by Roy K. Faught, a Bay; *Alibi*, Don Richcreek, nt City; *South Point*, Lum an Francisco; *Meala*, William ntain, San Francisco; *Apache*, Stevens, Oakland; *Eva U.*, F. Wedel, Bodega Bay; *Millie Janeiro*, Charles A. Stephens, Bay; *M. D. Grazie*, Giuseppe San Francisco; *Loran*, Ivan D. Sebastopol; *Tacoma*, Carmen sa, San Pedro; *Grace H.*, R. G. ck, Tulare; *California Bear*, adin, San Pedro; *Nekas*, Fran-erman, San Luis Obispo; *North* Dale Miller, Berkeley; *Co-*, Michael Taormina, San Pe-dro; *Miss Pee Cee*, E. F. Cole, Eureka; *Rex*, Augustino Tarantino, Fort Bragg; *Dorothy Ann*, John Cruz, San Francisco; *Culeter*, Homer H. Moore, Morro Bay; *Ben Ray*, Frank Koski, Fort Bragg; *Jefferson*, Phillip Papetti, Collinsville; and *Verona*, Walter J. Lucas, Eureka.

What Explorers Found

The history of what may be a lucrative new California history goes back a number of years when prawns were found in areas previously unreported. As a result of these findings and from contacts made with interested fishermen who generously offered information on the location of other indicated beds, special trips were made during 1950 and 1951 by the Bureau of Marine Fisheries, Department of Fish and Game's research vessel *N. B. Scofield*.

In the course of these investigations three areas were found to have relatively dense concentration of prawns.

The greatest concentration of



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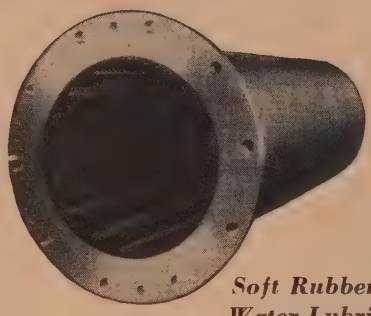

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were found on green mud, as found that the beam trawl sank into the soft bottom To minimize this, oversized 16 inches wide were fastened bottom of the standard beam unners. This modification re- n much cleaner loads.

argest bed of prawns, so far red extends from the Oregon southward to Patrick's Point. were found between 50 and oms with the best calculated f 450-lbs. per 15 min. drag ross contour between 58 and oms. In general the area fol- ne outline of the mainland ying about 10 to 20 miles off st. It is probable that this bed northward toward Cape

prawn bed north of Pt. Del- as found between 50 and 75 s with the best catch being n 56 to 64 fathoms. Another Usal produced 160-lbs. in a drag. It is possible that this tends as far south as Fort The third prawn bed in this xtends from Bodega Head ard to Stillwater Cove, cover- area approximately 15 miles 6 miles wide. The prawns ound between 38 to 60 fath- Catches on this bed averaged per 15 minute drag. The t concentration was located fathoms at the rate of 277-lbs. 5 minute drag.

only bed found south of San sco is located off Avila in 75 fathoms. The depth of the t concentration varied accord- he season, moving into deeper during the fall and winter. in this area averaged 80-lbs. minute drag.

Gear and Notes Operation

ng gear for shrimp and prawn en limited by the State to a rawl type to lessen any effect e small mesh nets may have existing fishery for flatfish. only absolute requirements by te as to the fishing gear that e followed are:

ne beam must not be over 20 length.

ne circumference around the of the net shall not be over 45 feet.

3. The mesh size shall not be less than 1⅛ inches.

The Type II net shown above is commonly used for shrimp in San Francisco Bay and is used in relatively shallow water. Fish & Game people think that with proper adaptation it may work in deeper waters. However, they say, it may have a tendency to dig in if it is weighted sufficiently to fish in deep water and may not be as easy to fish as the other type beam trawl with runners.

The runners maintain the fishing height of the net off the bottom and reduce the tendency of the gear to load up with mud. All the shrimp grounds located to date are on mud bottoms.

Says the Department of Fish & Game: "The net can be constructed by sewing four pieces of web together in the form of a tapering rectangular cone. The net should be of sufficient length to enable the fisherman to bring the loaded bag aboard the vessel with the beam in its rail position. Riblines and the mouth line of nets used aboard the *N. B. Scofield* were of ⅝-inch Manila. These are reported to be of adequate strength and parted only when a serious snag was struck.

The Department notes that mesh in California is measured on the inside between knots. That is, the mesh is stretched and the measurement taken between knots. The netting of different manufacturers is said to shrink at different rates when wet and when treated by different methods of preservative. Therefore, the Department warns the prospective shrimp fisherman that he should be careful when purchasing his webbing so that it will be of sufficient size to meet the legal requirements when it is hung and in use.

The beams may be of sawed lumber, a eucalyptus trunk, or pipe, or any other suitable material. The beams used on the *N. B. Scofield* were of 3-inch pipe. Two and a half inch diameter steel rods were placed inside the pipes to give additional weight. The whole beam gear with runners and weights weighed about 800-lbs.

Here's the handsome printed-on-cellophane package in which the Wilbur-Ellis Co. is marketing its "Southern Seas" frozen swordfish steaks. The attractive package was designed by West-Marquis, Inc., San Francisco, Calif. The swordfish comes from Peru.

Alf Larsen Resigns From Northern Products

Alf Larsen announced late in April that he had resigned as president of the Northern Products Corporation, factors in the distribution of Pacific frozen, cured and canned fish products. Announcement as to his future plans was not available at presstime. His connection with Northern Products extended over a period of nearly 26 years.

Einar Beyer, chairman of the board of Northern Products Corporation, became president upon Mr. Larsen's resignation. Robert Dignon, vice president and secretary, succeeds Mr. Larsen in charge of the firm's Seattle headquarters, while Mr. Beyer directs its activities in New York City.

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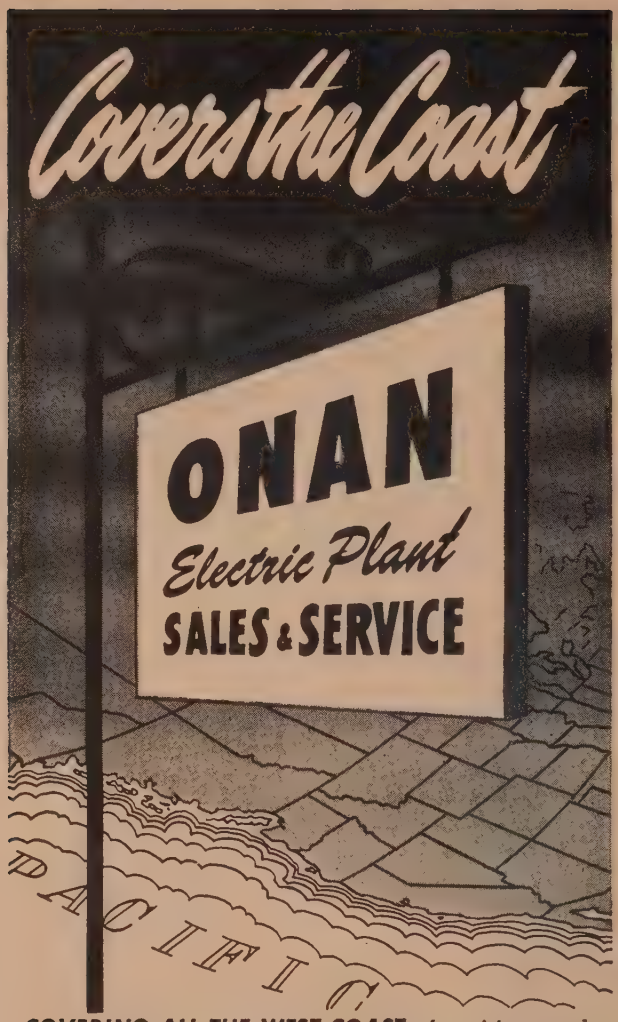
Covers the Coast



COVERING ALL THE WEST COAST, the widespread Onan distributor and dealer organization is added assurance of satisfactory service from Onan Electric Plants and Onan Generators. These experts can advise you on the type of electric generating equipment best for your craft, they have qualified service men to keep your Onan equipment operating at peak performance, and they maintain a complete stock of genuine Onan Parts.

This service "package" adds to the value of an Onan Electric Plant, makes it a better buy. See the Onan Marine line at your nearest Onan dealer . . . 400 to 5,000 watts. A.C., D.C., dual-purpose and battery-charging models.

POWER and LIGHT FOR ANY CRAFT

MODEL MTK—Two-cylinder, water-cooled. 3 KW A.C., or A.C. with 32-volt D.C. For heavy-duty service on pleasure or work craft.

MODEL MKH—True marine design. One-cylinder water-cooled. Built-in safety features. 400 to 1,000 watts.

SEPARATE GENERATORS To be driven by the propulsion engine. 1½ to 60 KW. Variable speed model, 2 KW, 32-volt.

Authorized Distributors:

(Washington & Alaska)
FREMONT ELECTRIC CO.
744 N. 34th St., Seattle, Washington

(Oregon)
NELSON EQUIPMENT CO.
521 S.E. McLoughlin Blvd., Portland 2, Oregon

(California & Nevada)
ETS-HOKIN & GALVAN
551 Mission St., San Francisco, Calif.
218 No. Avalon Blvd., Wilmington, Calif.

Onan PRODUCTS

when they enlarged the

JUNEAU Cold Storage Company

they chose **VILTER**

● Founded in 1901, the Juneau Cold Storage Company of Juneau, Alaska, has had a record of steady growth. Their latest addition raised capacity to 9,000,000 pounds of frozen fish storage. Juneau can freeze 100 tons of fish every 24 hours, and produce 25 tons of ice in the same period. 7,000,000 pounds of salmon and halibut are handled by Juneau Cold Storage each year.

When Juneau enlarged in 1944, the record of a 7½ x 7½ Vilter compressor installed there in 1923 helped them decide. New Vilter equipment added then and later includes three 13¼ x 10½ boosters, one 11½ x 10½, and one 6½ x 6½ compressor, eight unit coolers, plus liquid pumps, accumulators, condensers, and receivers. At Juneau, they *know* that they can depend on Vilter.

Around the world, the fishing industry—as well as almost every other type of food processor—is turning more and more to Vilter. With Vilter they get engineering help that knows their problems. And with Vilter they get refrigeration equipment that costs less to operate and maintain—equipment they *know* is dependable.

Vilter

Your nearby Vilter Distributor or Representative will be glad to show you how you can save with Vilter.

REFRIGERATION and AIR CONDITIONIN

THE VILTER MANUFACTURING COMPA
MILWAUKEE 7, WISCONSIN
Ammonia and Freon Compressors • Pakicers • Evaporative and Shell &
Condensers • Pipe Coils • Valves and Fittings • Air Conditionin

)OD FISH
ARKETING
n of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

--May, 1952

ıdy Spring Selling Leaves mon Stock Position Sound

stent consumption of canned by the American family by of Lent left no evident ele- weakness in the supply situa- d made it rather plain that om of the barrel would be in fore replenishment could be- nted always that some sort rangement will be reached be- abor and operators permit- duction.

rd the end of April Red talls ne; Chum talls were not gen- vailable, although a few pack- nominal stocks which they serving for established cus-

-packed Alaska Red halves ginning to be scarce, although ere still available. Moreover, ves packed from freezership e beginning to move in much olume than hitherto, at $16.50

alls, which had been the only more than nominal supply, ginning to get a little close, least four large distributors buying selected goods to orders for their featured The localized soft spot which ed in this item in January is er evident, and at presstime been some time since there und reports of any sales of ls under $21.

talls were available in some and at a wide price range, as lity admittedly was variable, from extremely good to not- Pricing was in keeping with

factors in the salmon dis- e trade are advocating serious ration of salmon industry ad- g to supplement the brand ad- g of a number of individual While admitting that the vol- pack has been light for years, arketed without great diffi- ey declare with some uneasi- t the young housewives of to- not familiar with canned sal- mon to the extent that their mothers were.

An industry advertising enterprise to educate them; to stimulate demand for *canned salmon* generally, rather than for a single brand, some sound and thoughtful sellers believe is essential today—and every day.

Salmon Case Labels For Skinner & Eddy Brands

Case-end labels for five of the Skinner & Eddy Corporation's leading brands play a definite part in the merchandising plan of H. A. "Dixie" Fleager, the firm's sales manager. He believes that the full-color case labels in warehouse and retail store definitely help to sell salmon—and that's why he uses them.

The five case labels of the Skinner & Eddy line are shown in the accompanying picture. At the top is "Icy Point," the featured brand of Alaska Reds. The label is a rich maroon with frosty ornamentation. It appears only on halves and 1-lb. flats, which are offered solely in the New York City market, save for a couple of winter playground markets in Florida.

"Sea Rose," on Reds, is a more or less typical salmon label with a red ground.

"Sunny Point," long a featured label on Pinks, today is a simple design in three shades of blue—a far cry from the copper, gold and red lithographed label of the '20s.

"Deepwater" for Pinks is a new label in the Skinner & Eddy book, red above a blue bar; while "Suwanee," on red above a yellow bar, is a neutral label.

All of the end case labels make an interesting, attractive showing. which Mr. Fleager and Jack Daly, his assistant, credit with sales stimulation, whether in a warehouse or as a retail store sales display.

Meet Miss Joy Hager, born Feb. 18, the second daughter and fourth child of Mr. and Mrs. Douglas Hager of Astoria, where he is manager of the New England Fish Co. of Oregon. She joins Susan, Alvah and Rickey.

Full-color case labels for five brands of the Skinner & Eddy Corporation are displayed here between the men who sell them, H A. "Dixie" Fleager, sales manager, on the left, and Jack Daly, his assistant.

Spring Brings Stability In Tuna Inventory Situation

Southern California tuna packers weren't exactly running out of the canned product in April; on the other hand they were not building up their inventories. The general estimate was there was in first hands, including spot stocks across the country just a shade over 1,000,000 cases, which the industry generally considers too low.

The feeling was that production was running around 100,000 cases a week behind sales. It was an excellent situation, provided the industry wasn't thrown off balance by large imports.

March added 445,930 cases, bringing the first quarter total to 855,870 cases, where the three months 1951 pack was 1,466,231 cases, putting the industry 610,361 cases behind.

Japan announced that effective May 1, it would hold its 12 months tuna exports to 12,000 tons of raw tuna and 1,000,000 cases of canned. Last year she sent us 17,864 tons of frozen, 115,560 cases of in-oil, and around 410,000 cases of in-brine.

With frozen imports included, it was likely April would produce 20,000 tons, for a round-figure case pack of 850,000 cases. If so, the industry would be picking up on 1951, when April produced only 6,532 tons for 382,537 cases. May should be another 20,000-ton month, against 14,635 tons in 1951.

June last year saw 22,702 tons landed. Thus for the initial half of 1951, Southern California had flumed 80,071 tons, and packed 3,323,928 cases. To draw even with 1951 by July 1, the industry will need to process in the second quarter around 63,000 tons, or 21,000 tons mo It could do it.

Last month packers were st fering from an acute shortage o pack; C&F was only in fair s and the stockpile of grated ha siderably shrunken. Prices bo advertised brands and private were firm, although not increas

C. W. Roberts, vice president in of Pacific Coast operations, Americ Co., with headquarters in San Fra is recuperating from a major opera Southern California. His many will be glad to know that he will b on the job shortly.

Southern California Canned Fish Prices

Quoted f.o.b. Pacific terminals at press-time.

TUNA

Advertised Brands:

White Meat, Fancy	$16.00
White Meat, C&F	$14.00
Light Meat, Fancy	$14.75
Light Meat, C&F	$13.00
* Light Meat, Grated	$10.00 to $10.25

* Secondary Label.

Private Label:

White Meat, Fancy	$14.00 to $14.50
Light Meat, Fancy	$13.50
Light Meat, C&F	$11.50
Light Meat, Grated	$10.00 to $10.50
D & L	$ 8.00

MACKEREL

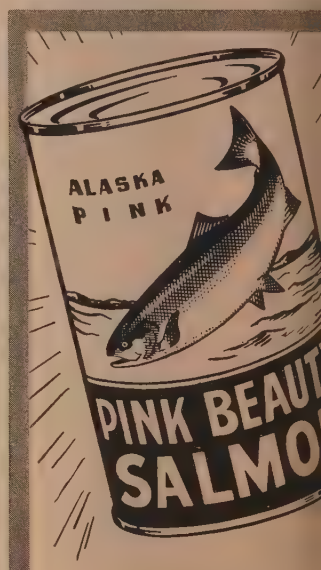
Pacific, talls/nat., 48	$ 7.40 to $ 7.50
Jack, talls/nat., 48	$ 6.75

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

AT YOUR NEIGHBORHOOD FOOD STORE!

Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.



"Packed with t
Wiggle in its ta

NEW ENGLAND FISH CO
Seattle, Wash.
Since 1868
Producers • Packers • Distribut
Canned • Fresh • Frozen • Seafoo

★
CANN
SALM
A Depend
Source
Particul
Buyers L
★

GAVIN BROS
COLMAN BLDG., SEATTL
CANNED SALMON, TUNA, CRA

1952 Fillet ts Exceed 1951

imports during the first two of 1952—the only months of ar for which official figures ailable at presstime—exceed- e for corresponding months in 27 per cent, according to fig- the possession of E. A. Ruth- the San Juan Fishing & Pack-

over, fillet imports for 1951 e largest in history. import figures for past dozen re:

9,739,853	1946	49,171,089
9,931,030	1947	35,093,435
16,674,082	1948	53,727,697
16,323,416	1949	47,776,990
24,545,569	1950	66,618,167
43,169,156	1951	87,042,081

ality
nk Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

OBERT L. STIX, INC.
Sales Representative
ED & FROZEN FISH & SEAFOOD
West Broadway, N. Y. 13, N. Y.
Orth 2-7527 TWX: NY 1-625

The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

Three Different Sizes Of Half-Pound Tins

The three different sizes of "half-pound" cans, or "halves," used in the packing of Pacific fish products may be the cause of some confusion among buyers—and understandingly so, for the facts themselves are somewhat confused. This becomes of special interest this spring, when crab is being canned in the "half tuna" tin; and there is a possibility that this can may be used for some salmon also.

Originally a half-pound can held 8 oz. of canned fish, usually salmon, as normally packed. This was the can widely used for years in the salmon fisheries.

Then operators on the Columbia River, for reasons which probably understood then, but which are obscure today (although the saving of ½ oz. of fish may possibly have been a consideration) started using a slightly smaller can, which became known as the "Columbia River half." As it increased in popularity—and today the "Columbia River half" accounts for a very large part of the *salmon* pack in halves — the other, older style came to be known as the "Alaska half."

With the rise of tuna canning, another, and still smaller "half" came into usage. Because of the great increase in the tuna business, and concentration of the pack largely in "halves," the "half tuna" can has come to be by far the most important numerically among the "halves."

The diameter of all three of these "halves is identical — 3-7/16 inches. The inside height varies, however, being 2-5/64 inches in the "Alaska half"; 2 inches in the "Columbia River half;" and 1-13/16 inches in the "half tuna."

When packed with salmon, the "Alaska half" may carry a net weight designation of 8 oz., although often packers make it 7¾ oz. to be on the safe side. The net weight declaration on salmon in a "Columbia River half" is usually 7½ oz. Used for tuna, the "half tuna" can is usually labelled for a net weight of 7 oz., which includes the added oil; the minimum drained weight of fish acceptable to the Federal authorities being 5.75 oz.

COLUMBIA RIVER PACKERS ASSOCIATION, INC.
ASTORIA, OREGON

"A NEW HIGH IN QUALITY"

CALIFORNIA TUNA CANNING CO.
P.O. BOX 13074, SAN DIEGO 13, CALIF.
EARL M. NIELSEN, PRESIDENT

"Tuna-Style" Halves Bid Fair To Become Standard For Crab

"Tuna size halves" are in a fair way to become the standard can in the Pacific canned crab business.

This opinion was voiced at press-time by some of the principal operators and merchandisers in the business. Introduced this spring, use of the "tuna size" can spread rapidly in the business and is expected to go much further.

Actually, the net weight of contents is exactly the same as the industry sold for years in the "Columbia River half" can. Then the Food and Drug Administration insisted that the net weight of contents be raised to the can's tight-packed capacity of 6½ oz., cut-out weight, which led eventually to the use of the "half tuna" to give again the traditional value in canned crab.

Seattle prices on the two sizes at presstime were:

"Tuna Style Half," $23-$24 per case of 48.

"Columbia River Half," $25-$26.70 per case of 48.

The pack of Pacific crabmeat for the first quarter of 1952 followed the pattern of the previous two or three years in that it was extremely disappointing in volume along Oregon, Washington and Northern California.

Moreover, the price was down despite the scarcity of crabs.

Alaska operators sought to get their operations going in good time because of the relative scarcity—and in spite of the rather unattractive pricing.

This they generally were able to do by making arrangements with the cannery unions by guaranteeing acceptance of whatever settlements were arrived at in the salmon canning industry.

Federal Specifications Bar Canned Frozen Salmon

A relatively recent change in the Federal specifications for c salmon, supplied to Federal ag bars the use of goods canned frozen fish, unless specific autl tion is made in the call for bid

This is plain in the currently tive specifications, which say:

"3.1 Material—Canned salmo be of the latest pack, and sh have been prepared from froz mon unless otherwise specified invitation for bids."

San Francisco Canned Fish Trade Quiet

The northern California ca fish market was quiet last mo was reported that buyers were ing $4.50 per case for squid. I men were reported to be aski per ton—the same as last year.

However, the 1951 pack wa ing very slowly.

There were a few cases of sa ovals in tomato sauce, offered a and some talls, natural, at $8; b were not moving. Also some vies, 8-oz. in tomato sauce, a were available.

Herring in oval cans, tomato were being quoted at $7.50. largely an export item, and wa ing quite good acceptance in f markets. There were also her 5-oz. cans, tomato sauce availa $7.50.

SEATTLE MARK

Prices per case openly quoted a time, f.o.b. Pacific terminals.

SALMON:

	Ceiling	Quo
Alaska Red 1/tall	$32.00	
Alaska Red ½	$19.25	$18.00-
Pink 1/tall	$21.00	
Pink ½	$12.50	
Coho 1/tall	$25.00	$23.00-
Chum 1/tall	$19.00	
Chum ½	$11.50	$10.00-

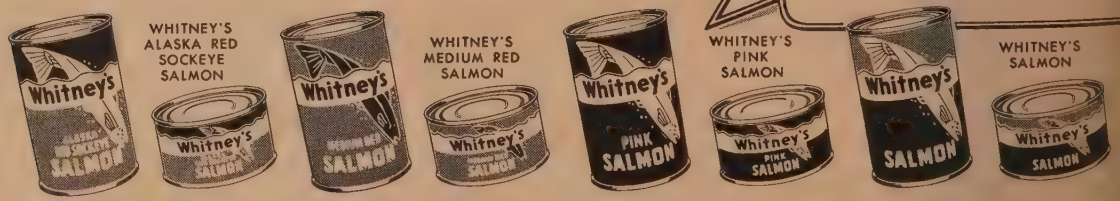
PACIFIC PEARL CRAB, SALMON, CLAMS, TUNA AND OYSTERS

IVAR WENDT
Exclusive Sales Agents

701 Central Building - Seattle 4, Wash.
Telephone ELiot 1272 • Teletype SE-573

A QUALITY CANNED SALMON FAMILY UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ADVERTISING and a planned PROMOTION



WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTO

...ged King Crab ...in Shell Offered

...field's Deep Sea Trawlers, ...is spring introduced a new ...—frozen King crab legs in ...ell, split longitudinally for ..., and attractively packaged. ...er, they packed the new item, ... other products in their line, ...ubstantial Lenten advertising ...gn in the New York City

...field King Crab was adver- ... a T.V. food show, by radio, ... display space in the New ...imes and the New Yorker. ... Wakefield, president of the ...y, was east during the early ... Lent studying market reac- ...he campaign. He reports that ...duct now has extensive dis- ...n not only in New York City ... in Boston, Washington, Bal- ... Norfolk and up-state New ...s well as in Pacific Coast

...rawler *Deep Sea* at press- ...s due to leave early in April ...first trip of 1952. She will be ...hand of Capt. William Black- ...o expects to make three trips ...r, being on the grounds for ...ven to eight months.

...Crab items offered under the

Here is Wakefield's new Alaska King Crab package and product — frozen cooked legs in the shell, split longitudinally for ready serving. The legs are wrapped in cellophane and the 10-oz. package will provide the main dish of a meal for two. This new product is also available in 5-lb. packages for institutional trade, and is a companion item to the company's mainstay, the 6-oz. block of shelled King crab meat.

Wakefield brand include the legs-in-shell in 10-oz. and 5-lb. packages; shelled leg meat frozen en bloc in 6-oz. size; and also in institutional packages.

The 6-oz. picked meat packages generally retails at 69¢ and the 10-oz. legs-in-shell at 89¢.

SAN JUAN BRAND
TRADE MARK
SAN JUAN COPYRIGHTED
Producers of
Fresh - Frozen - Salt - Smoked - Canned
Pacific Coast Fish Products
San Juan Fishing & Packing Co.
of Stacy St. **SEATTLE 4, U. S. A.**

A Continuously Constructive Force in the Salmon Industry . . .

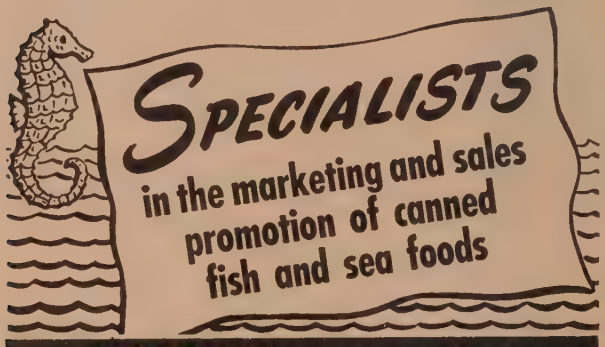
OCEANIC SALES COMPANY

3302 Smith Tower

SEATTLE 4, WASH.

CANNED SALMON

Cable Address:
"NAECO" All Codes



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FOR CANNERS AND PACKERS OF FOODS
510 N. DEARBORN STREET CHICAGO 10

Yes, you can
STOP BOAT LEAKS
3 New Amazing Rubbe
Emulsion Sealers to make a
types of craft absolutely waterproo

SEALER "900" — an overall flui
sealer for small cracks and leaks.

SEALER "800" — heavy "mastic
for openings and deck seams up to 3/8"

SEALER "700" — same as "800
except black for contrasting dec
seams.

GRIT "500" — rubber base nonsli
surfacing for inside bottoms of sma
boats, also catwalks etc. on larger craf
Applies with brush.

*See your dealer or write for co
plete information on these
tional leak-proofing rubber sea*

Mfd. exclusively for us by MINNESOTA MINING & MFG. CO.

MARINE PRODUCTS, IN
41 High Street Oshkosh, Wiscon

Ball-Band Boots for Longer, Comfortable Wear

Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot. Buy Ball-Band for honest boot value.

TRADE MARK

Look for the ® Red Ball on the Boot

BALL-BAND
MISHAWAKA • INDIANA

g at Sea
lt Penetration

cal data on brine freezing a—some of it doubtless di- plicable to problems associ- n freezership operation in ay, was outlined before the eeting of Pacific Fisheries gists at Seattle by "Skip" , chief of the Fish and Wild- ce Technological Section. that the experimental work trawler *Delaware*, out of as beginning to produce re- interest, and promised to ghly important. The work ssentially with haddock, but t data should be reasonably e to Pacific varieties. Among s which he brought out: aced in moving salt brine at a depth of 1" in the first ed 7/16" of frozen depth the our; added 5/16" the third ¼" the fourth hour. netration was not found to ny serious problem. Normal fresh haddock is .2%. After n brine at 0°, salt content face layer was found to be After thawing in circulat- water at 65°, salt content of ce was .4%. Mr. Crowther could detect no change in of the thawed fish due to ration.

sh Filleting
e in Development

ted Machine Designers, rady St., San Francisco, for ight months have been de- and have now completed type for a flat fish filleting

npany expects to have a pro- achine ready by early sum- idea for the machine was by Alex Gradoff, who has packaging machines and matic devices. Mr. Gradoff ea from visiting a San Fran- olesale fish market and hand filleting operations. t fish are fed tail first into ine and both fillets are re- the same time by a set of designed parallel knives. f the company say that the will not only save labor costs ll give maximum meat re-

gh the first machine built r filleting flat fish, inventors chine say that the same prin- e adapted for filleting other sh.

The grand "young man" of Southern California's tuna packing industry, Walter H. Gillis, vice president and production manager, Van Camp Sea Food Company, was honored on his 75th birthday by his family and many friends, at the home of his son, William J. Gillis, Jr., Long Beach, attended by 300 persons. Here the man who entered the tuna canning industry in 1912, as partner with other lumbermen from Eureka in the White Star Canning Company is shown receiving gifts from his secretary, Evelyn Sachs. Left to right: the host and hostess, Mr. and Mrs. Bill Gillis; various grandchildren; Mrs. Walter H. Gillis, Von Robinson, assistant purchasing agent, Van Camp, and Jack Cramer, cannery manager.

Shrimp Fishery Develops In Northern Peru

Newest Peruvian fishery is one for shrimp off the northern coast of that country, according to a letter received by *Pacific Fisherman* from Dr. Harvey C. McMillin, who is interested in the development of the fisheries in that country.

The former biologist for the United States Bureau of Fisheries, and professor of biology at Seattle Pacific College, writes that the Peruvian market has shown itself capable of absorbing a surprisingly large quantity of shrimp, and that the entire catch thus far has been sold in the domestic market.

The shrimp are headed, packed in 1-kilo packages and frozen in fresh water, exactly as is done in the Gulf of California shrimp fishery.

Continental Can Will Build at Vancouver

To meet steadily increasing requirements of Western Canada, Continental Can Co. has announced plans for a $2,500,000 plant to be built in Burnaby, in the outskirts of Vancouver, B. C. The company has acquired a 40-acre site near Burnaby Lake, and tenders have been called for the building of a one-story manufacturing structure.

Present plans call for completion of the plant this year. J. P. Bovard, district sales manager for the company, made the announcement in Vancouver in behalf of President H. A. Rapelye.

Fishery Plants Spared In Wrangell Holocaust

Wrangell's two principal payrolls, the Wrangell Cold Storage and the Farwest-Wrangell cannery, were spared by flames which late in March utterly razed more than half of the historic port's business structures.

The fire burned virtually everything on the waterfront side of the principal street to the cold storage, but was stopped short of that structure by the fact that an earth fill had been made on the waterfront between the Grant Hotel and the cold storage structures.

The old port, one of the first, and still one of the principal, fishing ports of the Territory suffered a crushing blow, but its people remain in position to continue to make a livelihood from their fisheries.

Oyster Seed Planting, Is Biggest and Best

Dr. C. R. Elsey, president of the Pacific Oyster Growers Association, returned from Japan this spring with the declaration that the 1952 oyster seed importation would be not only the biggest in history but also composed of the best imported seed he had ever seen.

Dr. Elsey said the importations totalled over 80,000 cases. The quality of the seed was exceptionally good on all counts—in the number of spat on the average shell; and in the small size and hardness of the individual spat.

Britain Buys No Canadian Salmon; Patronizes Russia

British Columbia's canned salmon trade received a painful jolt in April when the British ministry of food indicated the United Kingdom would be buying very little, if any, Canadian salmon this year.

Evidently canned salmon is to be included in the long list of commodities to be adversely affected by Britain's drastic cutback in dollar imports.

Proposals have been made whereby Canada would help finance the United Kingdom's continued food purchases, but none of these have materialized, and in the meantime the Fisheries Association of British Columbia is making an even more intensive campaign to stimulate sales of canned salmon in the Canadian provinces, which now remain as the one dependable outlet for large-scale marketing.

The gradual contraction of markets has become one of the most serious economic factors facing the industry. A few years ago, British Columbia salmon canneries regarded the whole world as their prospective selling territory, but today as a result of currency and tariff restrictions export sales have been relatively insignificant. The outstanding export market has always been the United Kingdom, and now that has apparently been lost—for this year anyway.

In 1951 the United Kingdom purchased about 290,000 cases of B.C. canned salmon at a price approximating $6,900,000. In the previous year the purchase by that market had exceeded $5,000,000 too. Total marketed value of all B.C. canned salmon last year was about $63,000,000.

An illustration of the confused political and economic affairs of the world is given by the fact that Canadian troops in Europe have been fed Russian salmon while their own canned salmon industry at home is unable to sell to the United Kingdom market because of exchange difficulties.

The situation is commented on in *The Fishing News*, London: "Under what is known as the ABC Agreement, U. S., British and Canadian forces do not take their own food supplies with them when they move into each other's commands. The dian 27th Brigade in Europe ing under British command therefore provisioned by Briti supply lines.

"Salmon is one of the comm Britain has been bartering wi sia to save the dollars we migh wise have to spend on British bia Sockeye salmon. By this Britain actually makes dollar Canada pays for the provisio her troops in hard currency. T ment of the Canadian soldiers ironic situation—their home being far superior to the Russ mon offered them—is not prin

17 Clippers Transferre To Crivello Company

Seventeen tuna clippers Westgate-Sun Harbor Compan recently transferred to the S cific Inc., of which Jack Cri head. Vessels were: *Sun Bea Dawn, Sun Europa, Sun Harb Hawk, Sun Jason, Magellan, S cific, Sun Ray, St. George, San bara, Shasta, Sun Splendo Streak, Sun Victoria, Sun V* and *Sun Venus.*

The clippers will continue liver catches to any canneri which the owners have contra ering one or more voyages in

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Get Roomy, Bone-Dry Comfort
UNITED STATES RUBBER COMPANY
US
TRADE MARK
RUFF-N-TUFF EUREKA SUIT
(left) of cold GR-S Rubber has 30" Jacket. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. Overalls with bib front and elastic suspenders, have cut-off strips.
PEERLESS SUIT
(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. Overalls have waist-tie cords; bib front; webbing suspenders.
HIGH VISIBILITY YELLOW also available
UNITED STATES RUBBER CO
Rockefeller Center, New York Ci

...esh Caught Flavor

...lls fish as nothing ...se can!

...sure your products have it by using ...EST . . . the miracle seasoning that ...guards against "Flavor Fading"

...ur ultimate customers buy your seafoods ...ecause they *taste* good . . . and the *fresher* the ... the *bigger your sales!* That's why more and ...nore fish processors are guarding against ...r fading" with *Zest*, Staley's Monosodium Glutamate. This tasteless, odorless, wonder ...soning does nothing but intensify the *fresh, ...natural flavor of the fish itself!* Use it like salt, ...ng or after processing . . . without changing your present formulas one bit.

...TELL THE WORLD ...OU'VE ADDED ZEST!

...h packers perk up the fresh ... their fish . . . and then mer... the fact to everyone! Once ...omers know you add *Zest* . . . ... the difference it makes, your ... really zoom!

...packed in 50 and 100 pound ... write for the full details ...s miracle seasoning *now!*

Zest

...TALEY'S 99+% PURE ...OSODIUM GLUTAMATE

...A. E. Staley Mfg. Co. ... PF-5, Decatur, Illinois

STALEY

Staley PRODUCTS

Research Pioneers in Products from CORN and SOY BEANS ®

Another giant of the Tuna Fleet depends on Monel!

7¾" x 21' Monel shaft aboard the giant wood tuna clipper "Constitution." The clipper was built by Campbell Machine Co., San Diego, Calif. Her engine is a 6-cylinder Union Diesel, 840 h.p., supercharged.

It's happened before—

A good catch in tropic waters — a broken shaft while heading home—then thousands of dollars lost in spoiled fish while waiting to be towed.

But Captain Joe S. Rogers feels that such a situation *can't* happen on his new 150-foot clipper, "Constitution."

That's because *she* has a Monel® tail shaft with Monel wearing sleeves.

This 7¾"x21'Monel shaft, like those aboard the giant tuna clippers, "Queen Mary" and "Normandy," was machined and installed by the builder, Campbell Machine Company.

And that's not surprising—

For her owner, as well as her builder, know they can count on Monel.

Monel's unusual combination of strength, stiffness, toughness, and hardness means less vibration, less whip, less bearing wear. And Monel's high resistance to salt water corrosion —whether at sea or tied up in harbor—means fewer lay-up and repair bills eating into profits.

No wonder builders and owners of the giants of the tuna fleets consistently report that Monel shafts pay their way. And it's so wherever rust, corrosion and excessive wear are a problem — Seagoin'® Monel comes through with flying colors.

Today Monel is also badly needed for defense. Therefore, it takes longer to get what you need. So it will pay you to order well in advance. And if you have other metal selection problems, be sure to call on Inco's Technical Service Section for help.

THE INTERNATIONAL NICKEL COMPANY, INC.

67 Wall Street, New York 5, N. Y.

INCO TRADE MARK

Monel

"...It's the SEAGOIN® metal"

Fish Interest Suffers Lent-End Let-Down

End of Lent brought something of a let-down in interest in frozen fish which coincided with announcement that the national index in food prices was at a 20-month low.

Dealers admitted that the inventory situation *generally* was good, although some individual concerns had their own over-stock problems. Active selling and lowish prices for frozen salmon and halibut had whittled-away the stocks without a disaster, but without much of a profit either.

Early troll salmon pricing in April gave an indication of the trade's price ideas. First deliveries of troll salmon —those which could be gotten to the high-grade markets in time for Holy Week — brought fancy figures, running up to 47c per lb., dressed head on. However, after a few thousand pounds had been sold above 40c, and as soon as it became impossible to get the fish to market before Easter, the price hit the skids. It was down to 35c on Maundi Thursday, and fading fast.

April brought active deliveries of bottomfish, but something of a let-down in military buying. The Army, which took a lot of fillets throu winter, cut-back its anticipat quirements sharply in mid-spr

Industry Asks Fish Tax Hike For Research

An industry supported bill crease the taxes sardines, anch mackerel, and sauri was ap last month by the California bly revenue taxation committ

The tax will be used to finan research program now bein ducted by the Marine Researc mittee. The program before th lature calls for an increase in t on sardines from $1 per ton t per ton, and from 50¢ per ton chovies, mackerel, and sauri to ton.

The San Francisco Sardine A tion pointed out that the entire try has spent nearly $30,000,00 ing the past three years for re to find out what happened to th fornia sardine.

It was reported that Mon groups have also supported th posed tax increase.

R.F.C. Only Bidder For Sardine Cannery

Nobody really wants a sardin nery nowadays.

This was apparent when the R struction Finance Corporation $100,000 for the Aeneas Sardine ucts Co., Monterey, at a trustee tion last month, and RFC boug to protect its mortgage on the

The real estate brought $68,0 the equipment $32,000. Unv estimates of the value range $260,000 to $375,000. If there sardines in Monterey Bay, such nery might be worth a half n dollars. There were no bidders than the representative of the

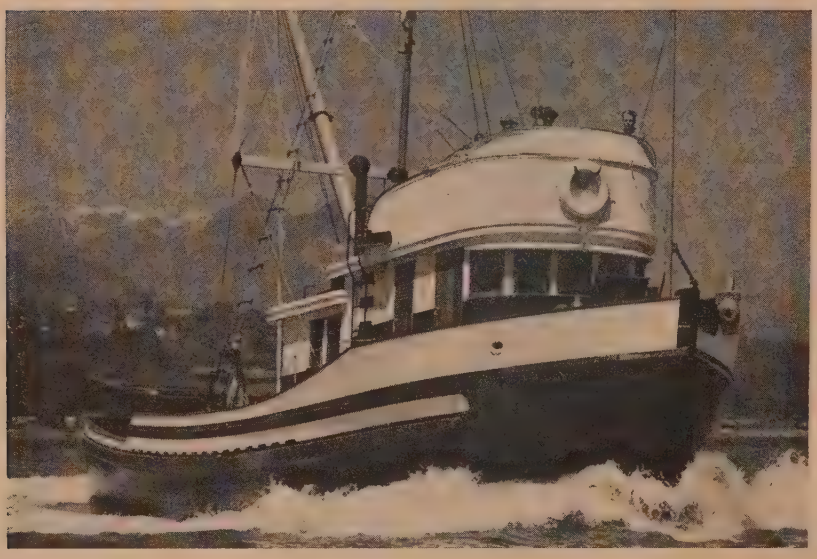
It was said to be the first t Monterey sardine cannery had sold at auction since early in 19

It's Lieut. Col. David

Edward David, who for many has been a prominent figure Pacific fish-packing industry as of various "Del Mar" compan now Lieutenant Colonel Edwa vid; and he currently is in Kor duty as a military advisor conc with the rehabilitation of the fis of that ravaged country.

After about a month of du Korea, Mr. David was to retu Tokyo for further duty in conn with the fisheries of Japan.

HOW LONG WILL SHE RUN WITHOUT A SHUTDOWN?



That depends on what's going on inside her power plant. Are bearings, pistons and rings taking a steady beating from gritty, grinding sludge deposits — or are you protecting engine parts with tough new Valvoline *SUPER* HPO Motor Oil? Get longer runs . . . longer life . . . from your Diesel or heavily loaded gasoline engine with *SUPER* HPO — fortified for *extra* heavy-duty.

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SUPER HPO

MOTOR OIL

FREEDOM-VALVOLINE OIL COMPANY

An Affiliate of Ashland Oil & Refining Company

Seattle Portland San Francisco Los Angeles

n Line Planned oonah Cannery

m F. Smith of Sitka, who last rted a small crab cannery at is vice president and man- Coastal Glacier Sea Foods, ich has taken over the opera- l plans considerable expan- salmon line is being installed, t is expected to operate only ll way; crabmeat continuing rincipal output.

mith is also vice president neral manager of the new anning Co., which has suc- the firm formerly operating ne name of Smith & Morrow canning salmon and shellfish ne-line outfit for halves. Rob- man is superintendent and of the Sitka plant.

osta Cannery Under Judgment

er Monterey Bay cannery ndustry went on the block and was "sold" in March han its annual gross had been ne heyday of sardine canning. gle bid of $25,000 was made Port Costa cannery at Moss by Thomas E. Allen, repre- Pacific Vegetable Oil Corpor- he bid was accepted and will ed against a $211,000 judg- effect on the plant.

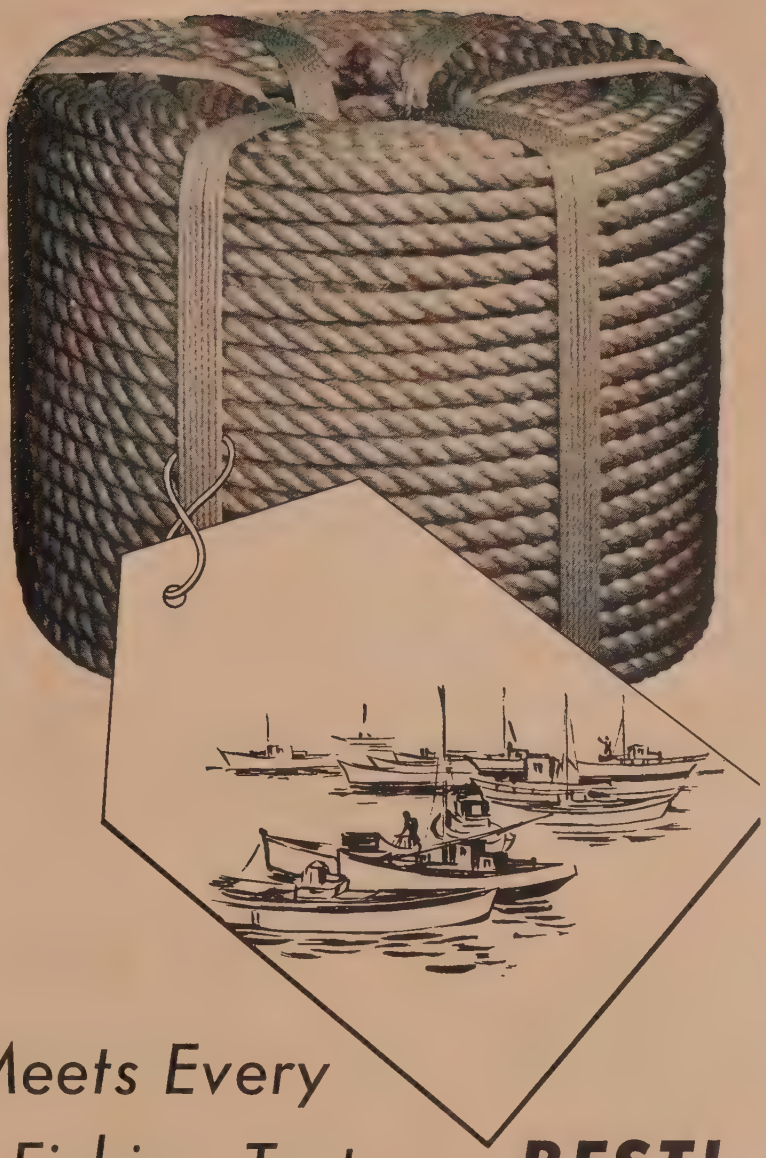
nnery was built in 1942 after stroyed the original cannery Costa.

Salmon Trolling

April weather along the Pa- rthwest coast was relatively e for troll salmon fishing, and y boats which gave it a trial irly good fishing. Prices run- to 47c were paid at Seattle trucked from coastal points, the first week of fishing the a sharp downturn. This was rly true after the end of nen a slackening of demand d with increased volume of s.

Fishing Light

ishing out of Washington and ports during the first quarter ar was extremely disappoint- in April there were reports ntial improvement in fishing, rly out of the Columbia here the price at that time per pound.



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Available in all sizes, lays, and treatments, Extra Superior Manila is backed by Tubbs' 96 years experience in the manufacture of better rope for the fishing industry. Unsurpassed for quality and reliable service, Extra Superior Manila is your best rope buy for every commercial fishing need; it costs less because it stays stronger . . . longer!

Send today for your free copy of Tubbs' new booklet, "Selection, Use and Care of Rope," also our folder on Fishing Rope.

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TUBBS CORDAGE COMPANY

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HALIBUT — *ROCKFISH*
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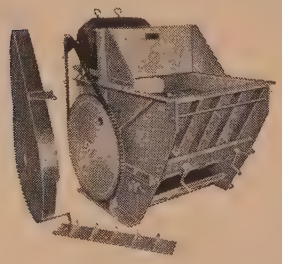

Gifford-Wood Ice Breakers are the favorites of commercial fishermen in every port—value proven by years of satisfactory service. It will pay you tomorrow to check today. Write for Bulletin 482.

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5 lb. and 12
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to Probe
harged Americans

last month promised inves-
nto charges made by Ameri-
rmen of excessive fees and
demanded by brokers and
n ports of La Paz, Lower
, and Mazatlan, on the

ries of disasters occurring
southern tip of the penin-
nded skippers and fishermen
declared what they were
mounted to extortion. For
Skipper Robert J. Todd of
n *Sun Jewel* said a customs
arged him $95 for taxi fees
ed an additional 550 pesos
his telephone.
imilar charges against offi-
a Paz were made by other
and crew whose vessels
Capt. Sam Meserve of the
s back in San Diego recent-
harges against officials at

n San Diego tuna vessels
elter of Mazatlan Harbor
torm March 18," he said.
finally got back out to sea,
that every vessel had been
pay from $363 to $500 for
ices as catching or heaving
otage, fishing office inspec-
sporting diesel oil, captain
ort director, agency fee, etc.,

a Oyster Freezing
es are Combined

d oyster freezing and frozen
ter packing operations of
t Oysters, Inc., and Pacific
zen Foods, Inc., are being
ed in the freezing plant of
Oyster Co. at South Bend,
was announced in March.
zen fried oysters will be
nder the "Pacific Pearl" la-
the frozen breaded oysters
"Willapoint" label.
oducts will be marketed by
dt, Seattle.

Consumer Package
Rapidly in West

nsumer 12-oz. frozen pack-
een shrimp from Mexico's
rimp fishery is showing a
crease, particularly in cities
Pacific Coast, according to
assistant to President L. K.
arine Products Company,
of "Ocean Garden" shrimp.
12-month period to Janu-
Los Angeles showed an in-

Purse seiner "Veteran" has been purchased by the government of El Salvador and will be used to explore the fishing resources of that Central American country. Sam Zamberlin is the owner-skipper of the seiner, which fished out of Terminal Island. The boat will be skippered by Sam Fraco, who recently commanded the "Western Explorer" in Bluefin fishing off the Eastern coast of the United States. The boat will be first equipped with dragging gear for test fishing for shrimp, tuna and mackerel. If the fishery resources of El Salvador prove to be commercially attractive, the government will invite American capital to share in a 50-50 financial investment which will be tax exempt for a period of 15 years. Seaside Supply Store, San Pedro, has supplied the vessel with four shrimp balloon-style trawl nets of Seaside design, bait net and drag line of 6,000 feet 7/16 wire rope. From Tacoma Boat Building Co. a Northern dragger winch was purchased. A depth recorder will be added to the vessel. Jerry's Boat Sales, Terminal Island, handled the sale of the vessel.

crease of 66.37%; San Francisco, 89.81%; Portland, 151.43%; Salt Lake City, 29.85%, and Seattle, 76.92%.

For the 1950-51 season "Ocean Garden" 12-oz. retail pack amount to 18.31% of Pesquera de Topolobampo's entire seasonal output. As of January 31, for the 1951-52 season, the consumer package represented 21.44% of the total. (The freezer at Topolobampo is probably the largest shrimp plant in the world.)

Marine Products has been concentrating on "family" publications on the Pacific Coast for advertising "Ocean Garden," in addition to aggressive sales promotion.

The company believes that, in its 12-oz. consumer package, it offers the freshest frozen shrimp possible. Pesquera de Topolobampo uses only bay shrimp for this pack, and often the product is caught, frozen and packaged the day it is caught; or, at the latest, the following morning, according to Mr. Kuhn.

Spiny lobsters are being packaged by Victor Nigro & Sons, San Diego, under the brand name of "Ocean Rose". In the new package it freezes six cooked lobsters of uniform sizes. The product is handled in Southern California by Kourlouris & Casaretto.

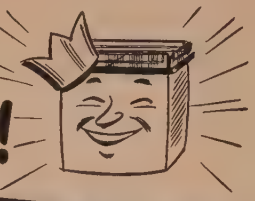
Mackeral Pack Short
Fish Price Level High

Mackerel was again in very short supply to canners in March, although the early part of April was more encouraging. March saw only 953 tons of raw mackerel delivered to plants in Los Angeles-Long Beach and Newport Beach. The pack was 6,863 cases, mostly Jack.

Price to fishermen advanced to: Pacific, $70 per ton; Jack, $60 per ton, round, one of the highest scales in history. Wholesale quotations for the canned product were firm: Pacific, $7.40 to $7.50; Jack, $6.75.

The mackerel trade was running 'way behind 1951 for the three months. Total for this year 4,165 tons; 59,884 cases. Last year to April 1: 9,935 tons; 148,036 cases.

King of the Galley!



The OLYMPIC OIL BURNING GALLEY RANGE

Four streamlined Olympic models now offered, with fully-concealed oil burner. Have a gleaming porcelain finish . . . polished top . . . plated sea rails . . . yes, they're tough, but beautiful! Designed and engineered especially for oil with NEW space-saving lines. See them at your nearest Marine Dealer!

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Cork and Lead Lines

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Purse Lines
Rings, Leads and Curl
Blocks and Swivels

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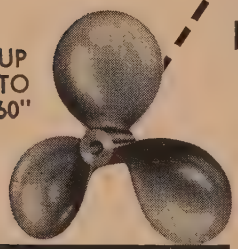
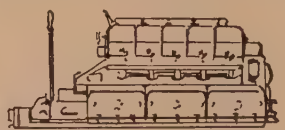
Get the POWER YOU PAID FOR!

Are you sure your propeller is converting all the power of your engine into effective thrust, or that you aren't mistaking propeller vibration for engine vibration? Why not assure yourself

BALANCED POWER with MICHIGAN PROPELLERS

UP TO 60"





Your Michigan dealer can supply a wheel that matches your engine and hull perfectly—scientifically designed for maximum propulsion and vibrationless, economical operation. See him, NOW, or write for "Propeller Analysis" form for free recommendation. IT PAYS.

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CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: **ANACORTES, WA**

NES and LEADERS

C. N. REES

Steel Corporation, Los Angeles, urers of heavy processing equip- nounces his promotion to vice- in charge of manufacturing, in o his duties as sales manager. marks the 50th anniversary of ard Steel Corporation. In 1952 ny will inaugurate a program of which will include new buildings ased manufacturing facilities. Steel Corporation, manufactures ers and kilns, and fish reduction ner process machinery, and en- heavy plate and stainless steel fabrication.

' Advances lexander

k Alexander, who has played ant and successful part in de- he use of ascorbic acid for the of color and flavor in frozen on the Pacific Coast, has been by Hoffman-LaRoche, Inc., to n of bulk vitamins representa- he company on the entire Pa-

eeds L. G. Jackson, who had oc- e position since 1942, and who er 28 years with the company.

o East Coast

Welding & Machine Company, California has sold two Models ift driers to Dehydrating Proc- any, Boston. Driven by 15-hp. notors, the cyclone driers are ish offal etc. and converting it

Buda President Attends Pacific Managers Meeting

From British Columbia to Phoenix, Ariz., representatives of Buda distributors, and Buda branch managers in the West assembled in San Francisco recently for the semi-annual sales and service meeting.

Presiding over the three-day meeting, which was climaxed with a banquet, was R. K. Mangan, president of the Buda Co., manufacturers of Buda industrial and marine diesel engines. Also attending the meeting from Harvey, Ill., the home office of the Buda Co., were E. R. Galvin, assistant to the president, and J. C. Baseheart, general service manager, The Buda Co.

Intensive sessions were devoted to talks on the new models of Buda diesel engines, and new service mthods. The Buda Co. holds these semi-annual sales and service meetings on the West Coast with its representatives to keep them informed of the latest developments in sales, engineering, and service.

Marathon Moves At Seattle

The Marathon Corporation, manufacturers of packaging materials and containers, has moved its Seattle office from 646 Holgate St. to larger quarters at 402 Second Ave. West. Their phone number has been changed to Alder 9311. Ken Houts is Marathon's manager in the Pacific Northwest.

The Diversey Corporation, manufacturers of Diversol, the all-purpose chlorine sanitation product, were well represented at the 15th annual canned salmon cutting in Seattle in March with W. E. Noyes, left, vice president in charge of sales, Chicago; and F. O. Spence, regional sales manager, San Francisco, in attendance.

Courtney W. Trostle is new manager of marine sales in Southern California for Atlas Paint & Varnish Company, Los Angeles, according to an announcement by Ed W. Whittemore, head of the firm. Mr. Trostle attended the Illinois College of Commerce, Chicago, and has been living in California for the past four years, engaged in the lumber business. Knox Price, for many years general manager for Atlas, recently resigned to engage in the raw materials business.

Fibreboard Adds Facilities For Color-Printing Cartons

New buildings having been completed, Fibreboard Products Inc. has recently installed two giant rotary presses — one at their Vernon (Los Angeles) plant and the other at their Stockton plant for high-fidelity reproduction on carton board. These presses are among the largest in the United States, built for simultaneous color-printing of packages and cartons. The three-color press at Vernon and the four-color one at Stockton are capable of printing carton board sheets as large as 52″ x 76″.

The printing capacity was increased approximately 20% in both Fibreboard plants when these huge presses went into operation in their new buildings. This latest forward step in Fibreboard's Westwide paperboard products operation has also resulted in improved quality and customer service.

S.F. Radiomarine Moves

The San Francisco branch office of Radiomarine Corporation of America has moved to a new location — 1075 Folsom St., phone MArket 1-1062.

According to John Parachini, branch manager, the new location allows much better parking facilities, and there will be more room for shop and service facilities.

IS AMERICAN NETTING TUBBS CORDAGE PABCO MARINE PAINTS

A. D'ACQUISTO & SONS

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First In Serving Alaska's Greatest Industry

ALASKA STEAMSHIP COMPANY
Pier 42
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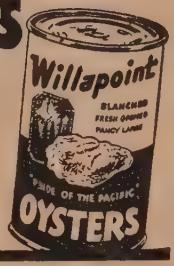
Willapoint OYSTERS

—Are opened fresh, canned fresh in rich oyster nectar, and cook and taste like a fresh oyster!



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...on White and Herbert E. Cole of ... White & Sons, Inc., manufac... ...ne Constellation Compasses and ...epth Sounders, have just com... ...extensive survey of fishing fleets ...ego, San Pedro, San Francisco, ... Astoria, Seattle, Ketchikan, ... Petersburg, Juneau and Sitka.

... Holds Diesel School

... Diesel Engine Company, South... ...nia marine distributors for Gen... ...s Detroit Division diesels, held ... diesel school at its San Pedro ...arch 3-4. Gordon F. Blahnik, ...f the branch said the school ...attended.

...cational feature was one of nine ... training units maintained by ...Motors to promote a thorough ... operation and maintenance of ...two-cycle diesel engine. In the ...ears more than 10,000 diesel en... ...rs and operators have attended ...ons.

...H. Nichols, associated with Shep... ...ne (Shepherd Diesel Marine) of ...les and San Diego, since 1927, ... heart attack while on duty at ...s San Pedro office, March 8. Mr. ...as been manager of San Pedro ... since 1944. **Dick Watson** from ...ngeles office of Shepherd Marine ...as temporary manager in San

The occasion of this gathering at Seattle was the Pacific Coast-wide visitation of E. E. Trittschuh (second from left) manager of Chrysler's marine engine division. Accompanying him was A. G. Cunnings, Northwest marine and industrial representative for Chrysler. They met with the men of the Seattle branch of the National Supply Co., Chrysler marine dealers. Left to right in the picture: Bill Russell, Seattle sales; Mr. Trittschuh, Mr. Cunnings, Fred Hudson, manager of National's Seattle branch; and Luke Zankich, head of Chrysler marine sales for this branch.

New Nordberg Bulletin Publicizes Engine Line

Publication of a comprehensive four-color, 20-page bulletin illustrating and describing the design, operation and application of the five Nordberg gasoline marine engines including the recently introduced 110 hp high speed "Bullet" is announced by Nordberg Manufacturing Co., Milwaukee 1, Wisconsin.

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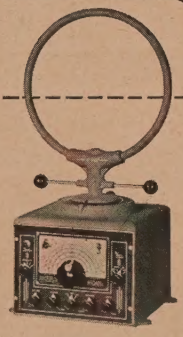
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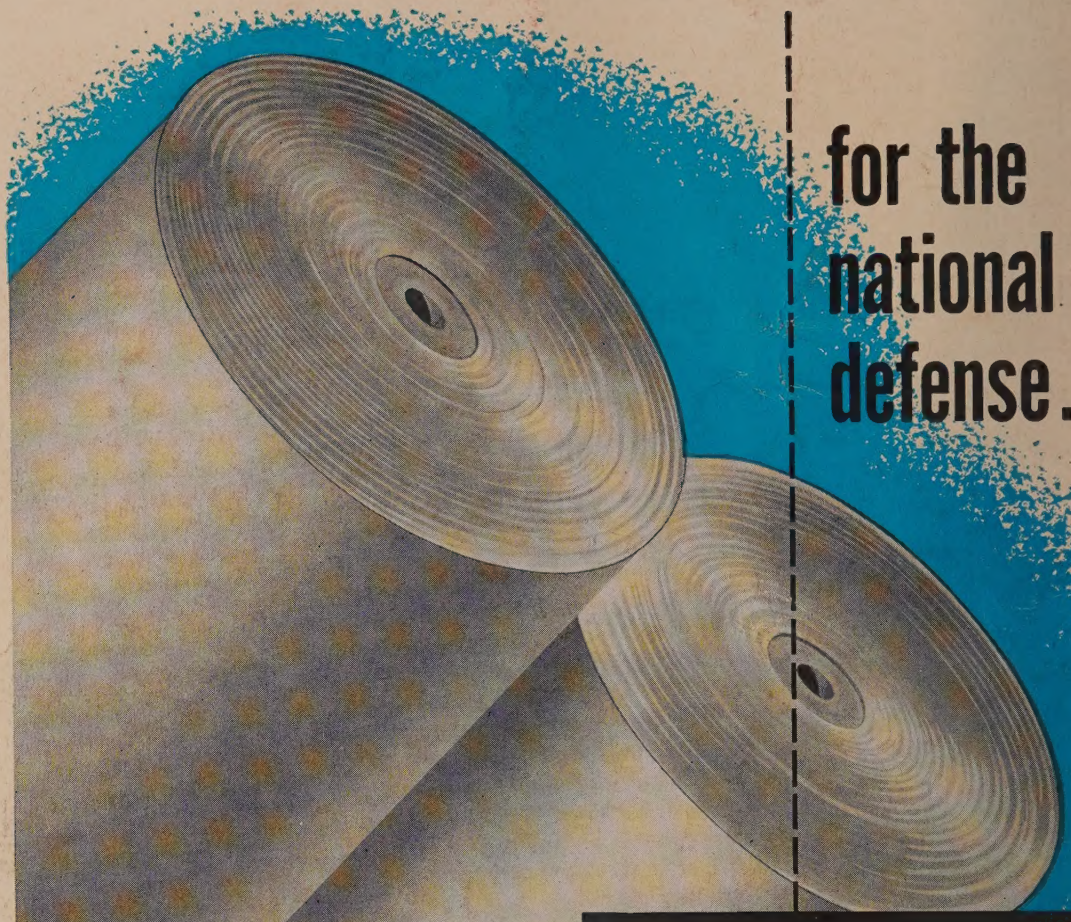

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